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NORTHERN INDIA.

HANDBOOK & GUIDE.

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2nd EDITION.

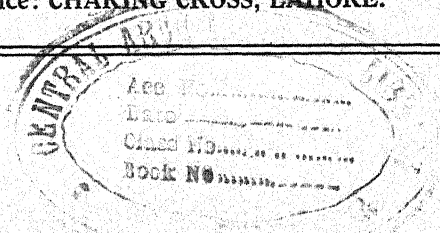
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MEMORANDA.

NAME

PRIVATE ADDRESS

BUSINESS ADDRESS

MEMBERSHIP NO.

A. A. N. I. MEMBERSHIP EXPIRES

CAR INSURANCE POLICY NO.

INSURERS

POLICY RENEWABLE BEFORE

DRIVING LICENSE NO.

LICENSE RENEWABLE BEFORE

MOTOR VEHICLE REGISTRATION NO.

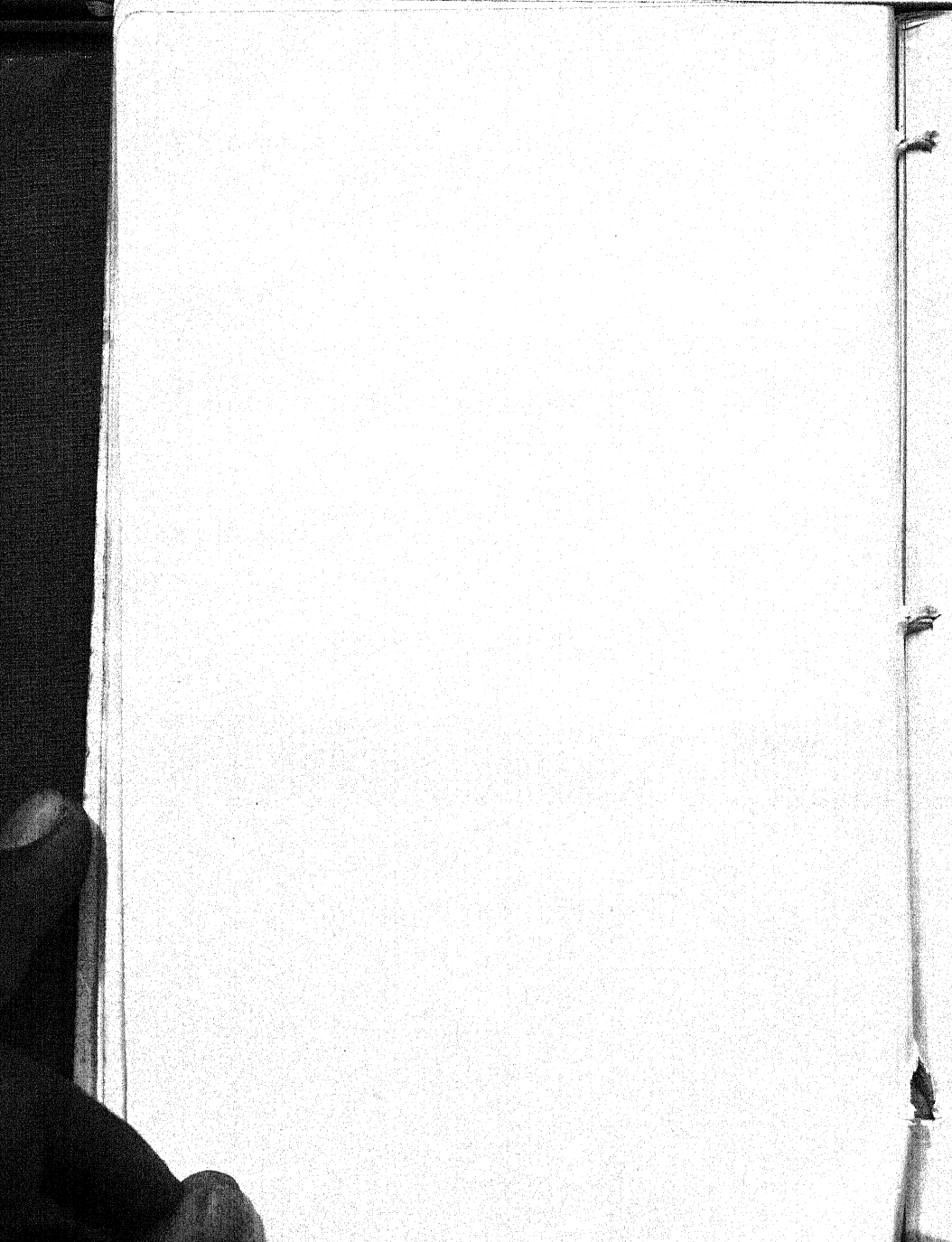
MAKE

CHASSIS NO. ENGINE NO.

TYPE OF BODY COLOUR

TYRE SIZE

AIR PRESSURE :—*Front* *Rear*



CONTENTS.

SECTION I. (Pages 1 to 14).
Membership Information—History—Services.

SECTION II. (Pages 15 to 92)
Alphabetical List of Towns in Northern India showing Districts, Distances, Hotels, Dak Bungalows and Rest-houses, Garages, Petrol Stations, and other Information, Toll and Timings in force on hill roads.

SECTION III. (Pages 93 to 148)
Hotels—Dak Bungalows and Rest-houses—Petrol Stations—Registered Garages—Railway Out-agencies.

SECTION IV. (Pages 149 to 162)
Touring Abroad.

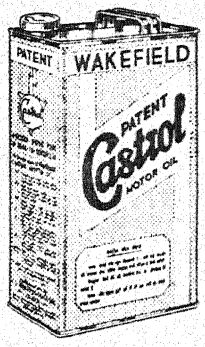
SECTION V. (Pages 163 to 226).
Notes on the Motor Vehicles and Taxation Acts and Rules in force in the Punjab, Delhi, and the North-West Frontier Province, and a note on the legal position of motorists in the case of accidents, and other legal information—General Hints for Motorists—Simple First-Aid.

SECTION VI. Itineraries.



SECTION I

THE ASSOCIATION



HERE'S LONG LIFE TO CYLINDERS

$Sn(C_{17}H_{33}COO)_2$

This Formula fights the very existence of carbon, sludge & gummed up pistons

-and it's only in

WAKEFIELD **PATENT** **Castrol** MOTOR OIL

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Branch Offices :

MUNSHI LAL BUILDINGS, CONNAUGHT CIRCUS, NEW DELHI.
THE BUND, SRINAGAR.

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Viceroy and Governor-General of India.

Patrons :

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His Excellency Sir R. E. H. Griffith, K.C.S.I., C.I.E.

His Excellency General Sir R. A. Cassels, G.C.B., C.S.I., D.S.O.

His Highness The Maharaja of Jammu and Kashmir.

His Highness The Maharaja Adhiraj of Patiala.

Committee :

The Hon'ble Sir J. D. Young, Kt., Chief Justice, *Chairman.*

H. J. Rustomji, Esq., Bar-at-Law, *Vice-Chairman.*

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E. O. Cox, Esq.
Capt. T. N. Davidson.
N. Burrell, Esq.
J. C. F. Davidson, Esq.
J. Walmsley, Esq.

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Capt. T. Yates-Benyon, F.R.G.S.

Bankers :

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Auditors:

Messrs. A. F. Ferguson & Co.

Legal Adviser :

H. J. Rustomji, Esq., Bar-at-Law.

Branch Office :

Munshi Lal Buildings, Connaught Circus, New Delhi.
'Phone No. 3433.

Branch Secretary : Miss M. Borthwick.

Chairman : Sir John M. Ewart, C.I.E., I.P.

Legal Representative : Hussain Malik Esq., B.A., LL.B.

KASHMIR : The Kashmir Express Co.
Hony. Secretary : Major Lander.

Permanent Sub-Committees :

1. Finance.
2. Sports.
3. Technical and Arbitration.

Legal Representatives :

LAHORE.—Mr. S. C. Manchanda, M.A. (Cantab.), Bar-at-Law, 2, Mozang Road, Lahore.

DELHI.—Mr. Kirpa Narain, B.A., LL.B., Katra Dhubia, Old Delhi.

RAWALPINDI.—Mr. Dalip Singh Sawhney, B.A., LL.B., District Courts.

SRINAGAR.—Mr. Satya Pal Vohra, B.A., LL.B., The High Court.

MADRAS.—The Automobile Association of Southern India, Kardyl Buildings, Mount Road, Madras.

NILGIRI HILLS.—Nilgiri Automobile Association.

RANGOON.—Burma Motor Association, 80, Strand Road, Rangoon.

UNITED PROVINCES.—The United Provinces Automobile Association, 32, Canning Road, Allahabad.

MEMBERSHIP INFORMATION.

Application.

Forms of application for membership may be obtained from the Secretary, and on return, duly completed, must be accompanied by the first annual subscription.

Subscription.

Rs. 20 per annum for motor-car members.

Rs. 15 per annum for motor-cycle members.

No entrance fee is levied. The commuted payment for life membership is Rs. 150. Subscriptions fall due on the date of election in each year.

Absentee Members.

Members leaving Northern India for a period of six months may, on application to the Secretary, become Absentee Members, paying half subscription or the period of absence.

Resignation.

Resignation must be made in writing and sent in to the Secretary 15 days before the subscription for the following year falls due.

Voting.

All members other than Honorary, Temporary and Absentee members, are entitled to attend and vote at General Meetings of the Association.

Address.

No member is allowed to use the address of the Association for the purpose of identification in connection with legal proceedings, or in any advertisement, prospectus, business circular, letter or card.

THE ASSOCIATION.

On March 30th, 1927, a meeting was held at Lahore to discuss the question of the formation of an Automobile Association for Northern India. The suggestion was enthusiastically received, and a provisional Committee was appointed there and then to carry out the organization of the Association. Sir J. Holdsworth Dimsdale undertook the Honorary Secretaryship, and with his help the Provisional Founders Committee put the Association on an efficient working basis within a few months. In 1928 the Association

was registered under the Indian Companies Act as "an association not for profit." For the first few years the office was at Regent House but in 1931, due to expansion of activities, central and more commodious quarters became necessary and the present situation, in the centre of the Mall, was chosen.

The membership figures are illuminating as to the necessity which existed for a central body to watch over the interests of motorists in Northern India. In April, 1927, the Association was inaugurated with a membership of 25, whilst the number of active members on 31st December, 1933, was 1,500 and at the end of June, 1936, 2,900 paid-up members were on the books of the Association.

Government was not slow to take advantage of the existence of the Automobile Association of Northern India, and early in 1928 the Association was asked to appoint a representative to the Motor Traffic Control Committee, and was also invited to tender evidence before the Roads Development Committee. The Association has always been in close touch with the Government, and being a widely representative body is able to influence, and has influenced policy regarding motorists to a considerable extent. The Association is represented on the following bodies :—

Traffic Advisory Board, Punjab.
Communications Board, Punjab.
All-India Motor Vehicles Rules Committee.

In the first instance the subscription was fixed at Rs. 15 per annum for motor-car members and Rs. 10 per annum for motor-cycle members. Early in 1933 it was decided that the Association should forego the commission on members insurance paid by the Official Insurers, and from March of that year the commission system, which it was felt had certain inherent defects, was abandoned. In order however that the activities of the Association be not restricted due to the cessation

of a substantial income from insurance commission, it was proposed that the rate of subscription be revised and at an extraordinary General Meeting held towards the end of the year subscriptions were increased as follows :—

Ordinary members, from Rs. 15 to Rs. 20 per annum.

Motor-cycle members, from Rs. 10 to Rs. 15 per annum.

The membership of the Association now comprises nearly 3,000 motorists and a few motor-cyclists, but there must be many times that number of non-member motorists in Northern India. The Automobile Association of Northern India will only be able to work at maximum efficiency when every private motorist in Northern India is not only a member but an enthusiastic member. "Unity is strength" is a well worn adage but is so opposite of the Association that no excuse is made for repeating it here. All members are urged to do everything within their power to increase membership, thus extending the power for good of the Association.

Northern India Motorist.

No. 1, Volume I, of the *Northern India Motorist*, the official organ of the Association, was issued in September 1927, and was issued fortnightly until April 1931 when it was published once a month. This Magazine is distributed free to members and also finds a place in all the more important clubs, hotels and messes throughout Northern India. The *Northern India Motorist* is a mine of information on all matters of interest to motorists, and keeps members *au fait* with all the latest developments in connection with motors and motor-cycles, touring, roads, etc. It also provides a fruitful ground in which to ventilate grievances, and for discussion between members *via* the correspondence columns. The name of the Magazine was changed in June 1935, as it was felt that the word "Bulletin" was inadequate to cover the

wide range of topics dealt with in our official Magazine. Capt. T. Benyon was appointed Editor, and G. Davison, Esq. took over the Advertising Managership. The *Northern India Motorist* now has a circulation of well over three thousand copies per month, and is considered one of the best advertising mediums in Northern India, and claims to be India's leading Motoring Paper.

Automobile Association with reciprocal arrangements.

The Association is federated with the Automobile Association of Great Britain, and members on Home leave are given special terms which entitle them to all the usual services, including telephone service key, handbook, unlimited itineraries, free legal defence, etc.

Reciprocal arrangements have also been concluded with the following :—

Automobile Association of Ceylon.
Automobile Association of Southern India.
Automobile Association of Bengal.
Burma Motor Association.
Nilgiri Automobile Association.
United Provinces Automobile Association.
Western India Automobile Association.

Insurance Companies.

Apart from the benefit of the 10% discount which the recognized Insurance Companies in India kindly give to our members, we are especially indebted to the following Companies who have whole-heartedly given their co-operation in all our activities :—

The Clive Insurance Company.
Commercial Union Assurance Company, Ltd.
Messrs. Govan Bros., Ltd.
Motor Union Insurance Company, Ltd.
The National Employers' Mutual General Insurance Association, Ltd.

The Ocean Accident & Guarantee Corporation Ltd.
The London & Lancashire Insurance Company, Ltd.
The Royal Insurance Company, Ltd.

Car Badges.

Badges for affixing to motor vehicles have been issued to members since the Association started functioning. Slight changes have been made in the design, and the badges issued since 1931 have been uniform with those of other recognized Automobile Associations and Clubs affiliated to the Automobile Association of Great Britain.

Members can obtain badges, with the desired fitting, on application to the Secretary, at a cost of Rs. 10 inclusive of postage. Members carrying the badge can obtain entry, gratis, to any officially recognized car park of an Automobile Association ; with service of car attendants supplied by the Association. Members on Home leave should affix the badge to their cars to secure recognition by the Automobile Association of Great Britain.

It is particularly requested that members take steps to ensure that badges do not fall into the hands of unauthorized persons, and in this connection it should be noted that badges remain the property of the Association, and should be returned on the cessation of membership.

Free Legal Advice and Defence.

Members are entitled to the free advice of the Legal Department on any matter directly arising from the ownership and use of motor vehicles.

Application for free legal advice must be made to the Secretary, fully supported by all relative documents and a simple but comprehensive statement of facts by the member concerned.

Membership gives one the privilege of free legal defence, once a year, in police cases under the Motor Vehicles Act. The rules in force are reproduced on pages 12, 13 and 14.

Information Bureau.

Information on any motoring subject is given on application to the Secretary.

Technical Advice.

Expert, independent and unbiassed technical advice on all matters pertaining to the purchases, repairs and maintenance of motor vehicles of all kinds is always available to members.

Registered Garages.

Various approved garages have been registered with the Association, where the equipment, facilities and general standard of work offered to motorists have been specially inspected and approved by the Association, and members may with confidence entrust their vehicles to such garages. Further, members receive preference of place over a non-member. A list of Registered Garages will be found on page 168.

Drivers.

The Association issues certificates to approved drivers, and the Secretary will always be glad to send members a list of such drivers for their selection.

Registration and Licensing.

If required to do so, the Association will remind members, well in advance, of the date on which their driving licenses require renewal, whilst registration of a new motor vehicle, or transfer of ownership is carried out expeditiously.

Complaints and Disputes.

Members are invited to bring forward particulars of disputes with dealers and others. The Association will give an unbiassed opinion, and on request will intervene and endeavour to bring the matter to a satisfactory conclusion.

The Association undertakes the settlement by arbitration of disputes referred to them between members, and between members and registered garages and Insurance Companies.

Publications and Maps.

The Automobile Association of Northern India Hand-book, and Road Map of Northern India are supplied to members at specially reduced rates. Town and district maps are also obtainable by members at a very low price. The maps have been specially prepared and are the best of their kind obtainable.

The latest periodicals of motoring and general interest are regularly received by the Association, and placed in the Reading-Room for the use of members.

Itineraries.

Copies of itineraries for Northern India, and the principal routes throughout India, are always on hand for supply to members, and are the latest information in connection with all aspects of touring, such as the condition of roads and bridges. Over two hundred itineraries can be obtained from any of our offices at a few minutes' notice.

Itineraries which are most called for are reproduced in Section VI of this Handbook.

International Touring.

Members touring overseas can arrange through the A. A. N. I. for the necessary International Documents.

Details of this service will be found in the special section on Touring Abroad.

Notice to Members.

Information of special importance is notified to members by circular letter. Notices relating to matters not of any special urgency are published in the *Northern India Motorist*, the official organ of the Association.

Other Services.

There are many other services, not enumerated above, which are rendered to members by the Association. Car parks are arranged for members at various places, such as hotels, picture theatres, and other public places. Car park attendants can be obtained, through our offices, for Weddings, Horse, and Dog Shows, and any other functions. Arrangements are made for shipping and clearing cars at ports. In fact, whatever the motoring needs of members, the Association is able to give advice and assistance.

MEMBERS' ADDRESSES.

Members are requested to inform the Secretary immediately of any change of address.

* RULES FOR FREE LEGAL ADVICE AND DEFENCE.

Legal Department.

The A. A. N. I. Legal Department is under the control of the Legal Sub-Committee, which reserves the right to withhold the benefit in any case in which, in their view, the circumstances are such as to render this case desirable. Free Legal Advice and Free Legal Defence are afforded to members who have paid their subscription for the current year at the time of alleged offence or enquiries, once only during each year of membership.

Free Legal Advice.

Every member of the Association is entitled to the advice of the Legal Department on any matter directly arising out of the use and ownership of motor-cars or motor-cycles.

Disputes over buying and selling cars, liability for accidents on the road, claims for damage in transit, responsibility of garage proprietors, queries on the Motor Vehicles Act, Provincial Motor Vehicles Rules, and the various regulations governing registration, licensing, storage of petrol, etc., are only a few of the matters in which the Association is able to help members in an advisory capacity. It is frequently possible to assist in securing a satisfactory settlement of cases and avoid the expense and inconvenience of litigation.

Applicants for Free Legal Advice must forward to the Secretary all papers and a statement of facts relating to the queries about which advice is required. The Secretary will then forward the papers to the Chairman of the Legal Sub-Committee for consideration and opinion.

Free Legal Defence.

Any member who has either received a summons or is otherwise being prosecuted for an offence under

* For new rules as amended, February 1937, *see* page of Legal Section.

the Motor Vehicles Act in the District Courts of Lahore, Delhi, Rawalpindi, Multan or Karachi (this list may be added to from time to time) may apply in writing to the Secretary for Free Legal Defence. The application shall be in the form prescribed by the Legal Sub-Committee to be obtained from the Secretary. The Secretary on the receipt of the form duly filled in and the case papers, if any, shall forward the same to the Chairman of the Legal Sub-Committee, who shall place the matter before the Sub-Committee for consideration, recommendation or advice ; unless on the ground of urgency the Chairman deems it necessary to deal with the matter at once. The Legal Sub-Committee may, if necessary, call for further instructions from the member either in writing or by asking the member to give an interview.

In special cases of matters of principle affecting the motoring public generally, the Association may decide to undertake such terms and conditions as they may in their absolute discretion think fit.

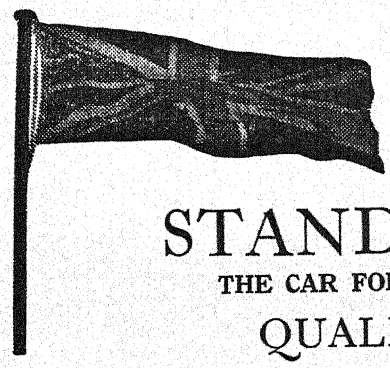
The Legal Sub-Committee shall arrange to defend members through the Committee of the Association unless in the meantime the member informs the Committee that in view of the facts and circumstances of the case and the advice given to him, or for any other reason, he does not desire the Association to undertake the defence for him.

General Rules.

Free Legal Defence referred to will not include the Court Fees or any expenses, other than the fees of the Legal Practitioner employed by the Association, and such expenses shall be paid by the member concerned to the Association as and when demanded. The certificate of the Legal Practitioner appearing in a particular case as to the Court Fees and other expenses payable by the member shall be conclusive, and the member shall

not be entitled to raise any dispute as to the justification or otherwise of such demands.

In the event of any case having to be adjourned solely for the convenience of the member or owing to his absence, the fees of the Legal Practitioner for appearance on such occasion shall be payable by the member concerned as and when demanded by the Association, on the Legal Practitioner certifying that the said adjournment was so necessitated, the said certificate being treated as conclusive and the member shall not be entitled to any objection as to the justification or otherwise thereof.



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FLYING

STANDARD

THE CAR FOR THOSE WHO PUT

QUALITY FIRST

LET YOUR NEXT CAR BE A STANDARD

Sole Distributors Punjab, N.W.F.P.

Kitchner Road, PESHAWAR.

PARIS MOTORS

THE MALL LAHORE.

HAGREEN & CO., Edwardes Road, RAWALPINDI.

SECTION II.

LIST OF TOWNS.

Hill Roads.

List of the more important towns situated on motorable metalled and unmetalled fair weather roads in the Punjab, N. W. F. P., Delhi, Sind and Baluchistan, with information concerning Hotels, Clubs, Registered Garages, petrol, distances, Dak Bungalows, Post and Telegraph Offices, etc., and maps of the larger towns.

Hill Road Information.

All Classes of
INSURANCE
Business Transacted

May we depute
our representative
to call on you?

We have an extensive organization in Northern India and are able to provide all facilities for prompt settlement of claims. Policies issued at favourable rates.

NEW INDIA ASSURANCE
CO., LTD.

Est. 1919.

DELHI BRANCHES
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Chandni Chowk
P. O. Box No. 114
Delhi
'Phone No. 5610.

ABBREVIATIONS USED IN THIS SECTION.

a. s. l	...	above sea level.
b	...	bedrooms or suites.
Cantt	...	Cantonment.
DB	...	Dak Bungalow.
DBK	...	Dak Bungalow with Khansamah.
Disp	...	Dispensary.
Dist	...	Civil District.
GA	...	Garage accommodation.
H. & C.	...	Hot and cold running water and modern sanitation.
Hosp	...	Civil or other Hospital.
M	...	Municipality.
m	...	miles.
N.-W. F. P.		North-West Frontier Province.
Pb	...	Punjab.
Pet	...	Petrol.
p.d.	...	per diem.
p.m.	...	per mensem.
Pop	...	population according to 1931 census.
PO	...	Post Office.
PTO	...	Combined Post & Telegraph Office.
R	...	Repairs.
RH	...	Rest House.
RS	...	Railway Station.
RST	...	Railway Station with tea room.
RSR	...	Railway Station with refreshment room.
RSRR	...	Railway Station with refreshment and retiring rooms.
Sd	...	Sind.
TA	...	Telegraphic address.
Tele	...	Telephone number.
TO	...	Telephone Office.
U.P.	...	United Provinces.
WY	...	Open the whole year.

LIST OF TOWNS.

(The A. A. N. I. Road Map of Northern India should be consulted for information as to metalled or unmetalled fair weather roads.)

ABBAZAI, Dist. Peshawar, N.-W. F. P. ;

Distances.—Peshawar 27m, Nowshera *via* Charsadda 36m, Nowshera *via* Mardan 48m ;

RH ; RSR Peshawar ; PO.

ABBOTTABAD, Dist. Hazara, N.-W. F. P.; Cantt and M ; Pop. 11,573, Elevation 4,010′ a.s.l. annual mean rainfall 47·05″;

Distances.—Havelian 9½m, Mansehra 16m, Rawalpindi 72m, Peshawar 117m, Lahore 242m ;

(Motor services not timed.)

Pet ; R ; DBK ; RSR Havelian ; PTO ; Hosp ;

Registered Garage :—

Singh Brothers (Kashmir Motor Works).

Hotels :—

1. Abbott Hotel, Grand Trunk Road ;

TA Abbott Hotel, 13b, WY, GA ;

Tariff :—Single Rs. 5 p.d., Double Rs. 10 p.d. ;

2. Hotel Springfield,

TA Springfield, 12b, WY, GA ;

Tariff :—Single Rs. 5/8—Rs. 6 p.d.

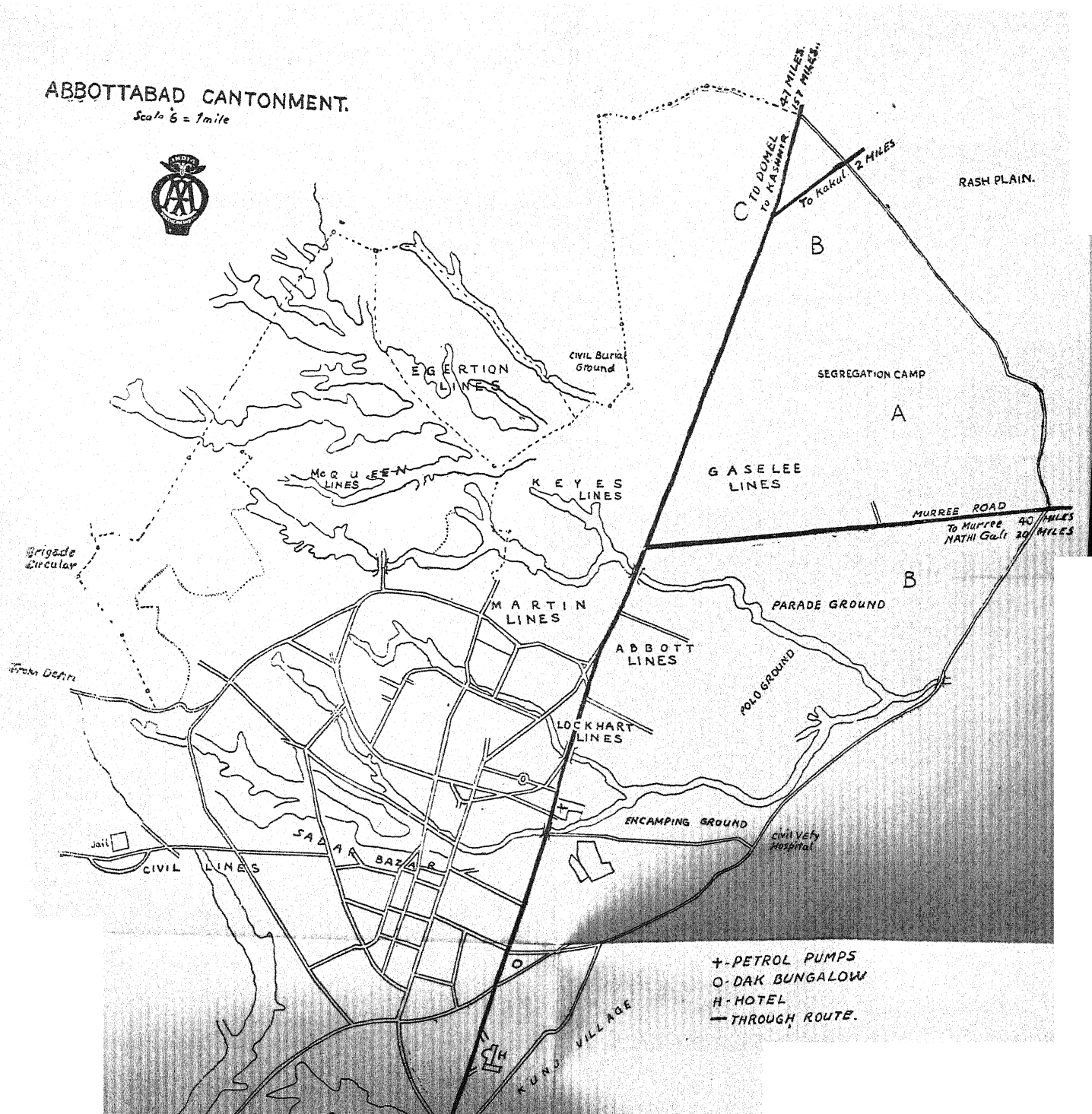
Club :—

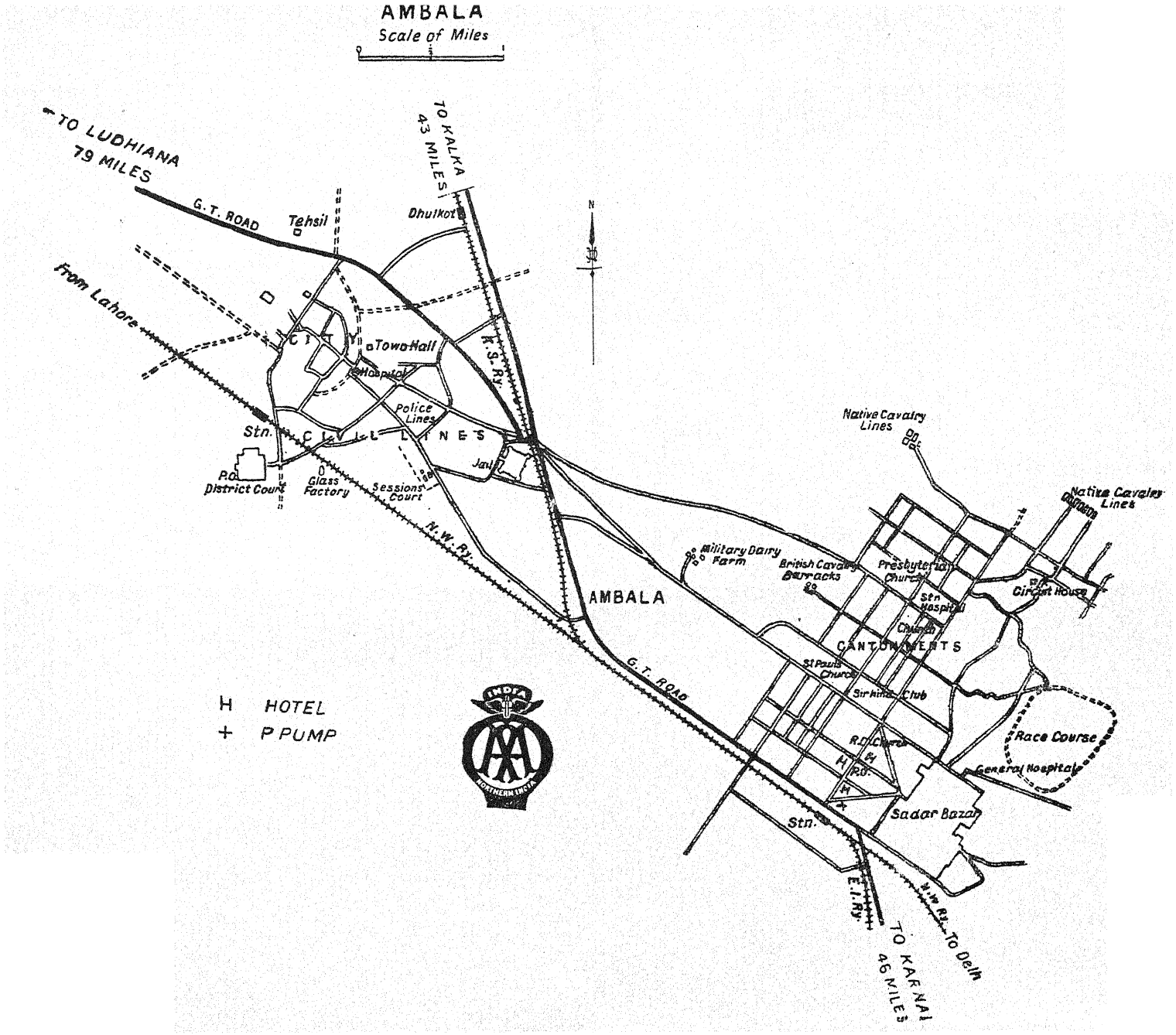
Abbottabad Club.

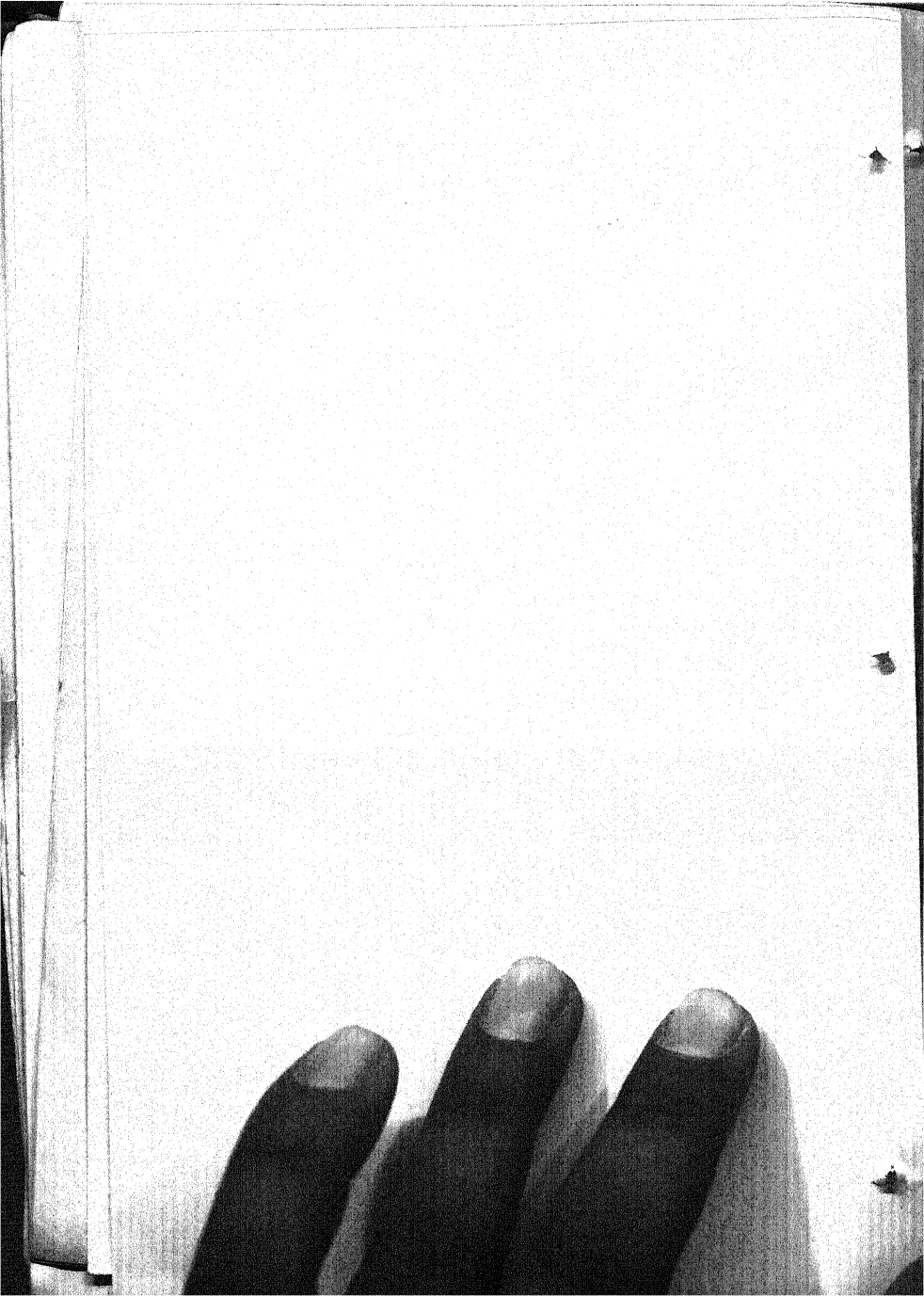
ABDUL HAKIM, Dist. Multan, Pb ;

Distances.—Mian Channu 16m, Khanewal 32m, Multan *via* Sarai Sidhu 52m, Lahore 166m ;

RH, RS, PO.


ABBOTTABAD CANTONMENT.
Scale 6 = 1 mile
To DOMEL 47 MILES
To KASHMIR 157 MILES
To Kakul 2 MILES
RASH PLAIN.
B
C
SEGREGATION CAMP
A
GASELEE LINES
MURREE ROAD
To Murree 40 MILES
NATHI Gali 20 MILES
B
EGERTON LINES
Civil Burial Ground
McQUEEN LINES
KEYES LINES
Brigade Circular
MARTIN LINES
PARADE GROUND
ABBOTT LINES
POLO GROUND
From Delhi
LOCKHART LINES
ENCAMPING GROUND
Civil Vety Hospital
Jail
CIVIL LINES
SADAR BAZAR
KUNJ VILLAGE
+-PETROL PUMPS
O-DAK BUNGALOW
H-HOTEL
—THROUGH ROUTE.


AMBALA
Scale of Miles
TO LUDHIANA
79 MILES
G. T. ROAD
Tehsil
TO KALKA
43 MILES
Dhulkot
From Lahore
D
C
T
Town Hall
Hospital
R. S. Ry.
Police Lines
Stn.
C I V I L L I N E S
P.O.
District Court
Glass Factory
Sessions Court
Jail
N. W. Ry.
Native Cavalry Lines
Native Cavalry Lines
Military Dairy Farm
British Cavalry Barracks
Presbyterian Church
Circuit House
stn Hospital
Church
AMBALA
CANTONMENTS
St Paul's Church
Sirhind Club
G. T. ROAD
Race Course
R.C. Church
P.O.
General Hospital
Sadar Bazar
Stn.
F. I. Ry.
N. W. Ry. To Delhi
TO KARNAL
46 MILES
H HOTEL
+ P PUMP
INDIA
AUTOMOBILE ASSOCIATION



ABOHAR, Dist Ferozepore, Pb ; M ; Pop 14,035 ;
Distances.—Fazilka 21m, Ferozepore 75m, Lahore 125m, Delhi 232m ;
RH ; RSR ; PTO ; Disp.

ACHHIBAL, Kashmir State ;
Distances.—Islamabad 6m, Khanabal 7m, Srinagar 39m, Jammu 178m ;
DBK; RS Jammu ; PO

AJNALA, Dist. Amritsar, Pb ; M ;
Distances.—Amritsar 15m, Lahore 50m ;
RH ; RS Amritsar ; PTO ; Hosp

ALIMANGAL (ALIMANZIL), Kurram Agency N.-W. F. P. ;
Distances.—Parachinar 10m, Thal 63m, Kohat 124m, Peshawar 164m ;
RH ; RS Thal

ALIPUR, Dist. Muzaffargarh, Pb ; M ; Pop 3,931 ;
Distances.—Sitpur 10m, Muzaffargarh 51m ;
RH ; RS Muzaffargarh ; PTO ; Disp

ALIZAI, Kurram Agency, N.-W. F. P. ;
Distances.—Thal 19m, Kohat 80m, Peshawar 120m
RH ; RS Thal ; PTO ; Disp

AMBALA, Dist. Ambala, Pb; M and Cantt; Pop 86,592;
Distances.—Karnal 46m, Ludhiana 72m, Simla 94m, Delhi 120m, Lahore 193m.
Pet ; R ; DBK ; RSR ; PO & TO ; Hosp
Registered Garages :—

1. M. L. Brahma Motor Co. (Cantt.)
2. British Motor & Cycle Mart (Cantt.)
3. Punjab Motor Engineering Works (Cantt.)

Hotel :—

Parry's Hotel (Cantt.)

TA Parrys, 32b, September to April, GA ;

Tariff :—Single Rs. 8 p.d., Rs. 180—Rs. 200 p.m.
Double Rs. 16 p.d. Rs. 360—Rs. 400 p.m.;

Club :—

Sirhind Club.

AMRITSAR, Dist. Amritsar, Pb ; Cantt & M ; Pop 2,64,840 ;

Distances.—Lahore 35m, Gurdaspur 44m, Jullundur 51m, Pathankot 68m, Delhi 282m ;

Pet ; R ; RH ; RSR ; PO & TO ; Hosp ;

Registered Garage :—

A. S. Veer Motor Works, outside Hall Gate.

Hotel :—

Cambridge Hotel, Albert Road,
7 b, WY, GA ;

Tariff :—Single Rs. 8 p.d., Rs. 180 p.m.

Club :—

Amritsar Club.

ANANDPUR, Dist. Hoshiarpur, Pb ;

Distances.—Rupar 24m, Hoshiarpur 47m, Lahore 158m ;

RH ; RS Rupar ; PTO ; Disp ;

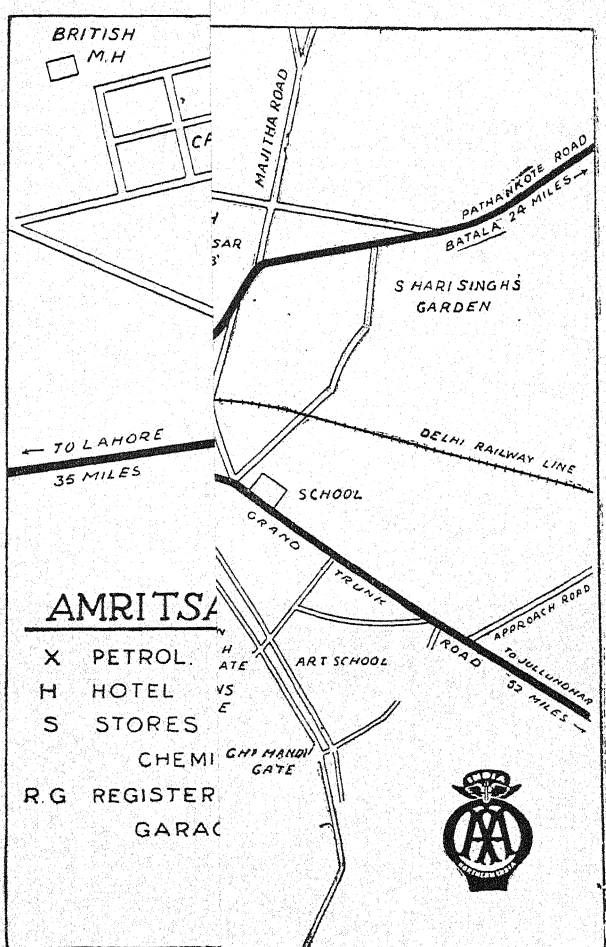
ANANTNAG, (*See* Islamabad.)

ARIFWALA, Dist. Montgomery, Pb ;

Distances.—Pakpattan 20m, Montgomery 27m, Multan 105m, Lahore 130m ;

Pet (Ry. Stn. Taxi Stand) ; RH ; RS ; PTO; Disp;

ATHARAN HAZARI, Dist. Jhang, Pb ;


BRITISH
M.H
MAJITHA ROAD
PATHANKOTE ROAD
BATALA 24 MILES
S HARI SINGH'S
GARDEN
DELHI RAILWAY LINE
TO LAHORE
35 MILES
SCHOOL
GRAND
TRUNK
ROAD
APPROACH ROAD
TO JULLUNDHAR
52 MILES
ART SCHOOL
GHT MANDI
GATE
AMRITSA
X PETROL.
H HOTEL
S STORES
CHEMI
R.G REGISTER
GARAC

Distances.—Jhang 18m, Multan 95m ;
Ferry for cars (except during floods) ;
RH ; RS Jhang ; PO ; Disp.

ATTOCK, Dist. Attock, Pb ; Cantt ; Pop 1,826 ;
Distances.—Campbellpore 15m, Nowshera 20m, Peshawar 33m, Rawalpindi 54m, Lahore 224m ;
RH ; RS Attock (3m) ; PTO.

BAGHPAT, Dist. Meerut, U. P. ;
Distances.—Sonepat 12m, Meerut 36m, Delhi 31m ;
Boat bridge in winter and ferry in summer.
RS Baghpat Road.

BAHADURGARH, Dist. Rohtak, Pb ; M ; Pop 6,963 ;
Distances.—Delhi 15m, Jhajjar 18m, Rohtak 27m :
Pet (Delhi-Rohtak Road) ; RH ; RS ; PTO ; Disp.

BAHAUDDIN. *See* Pindi Bahauddin.

BAHAWALPUR, Bahawalpur State, Pb ; Pop 20,943 ;
Distances.—Lodhran 9m, Dera Nawab 34m, Multan 56m ;
RS ; PO & TO ;
Ford except during floods.

BAHUTA, Dist. Kangra, Pb ;
Distances.—Hamirpur 6m, Barsar 9m, Nadaun 19m, Palampur 37m, Mandi 41m ;
RH ; RST Palampur.

BAIJNATH, Dist. Kangra, Pb ;
Elevation 3,100′ a. s. l.
Distances.—Jogindernagar 8m, Palampur 10m, Dharmsala (Lower) 42m, Pathankot 84m, Ghata 4m ;
DB ; RS (K. V. Ry.) ; PTO ;
Toll of Rs. 5 at Ghata (4m).

BALLABGARH, Dist. Gurgaon, Pb ; M ; Pop 4,162 ;
Distances.—Palwal 15m, Delhi 22m, Gurgaon *via* Delhi 41m ;
RH ; RS ; PTO ; Disp.

BANDA DAUD SHAH, Dist Kohat, N.-W.F.P.;
Distances.—Kohat 32m, Bannu 47m, Peshawar 72m ;
DBK ; RSR Kohat.

BANIHAL, Dist Jammu, Kashmir State ;
Elevation 5,397′ a. s. l.
Distances.—Munda 30m, Srinagar 83m, Jammu 120m, Lahore *via* Daska 226m ;
Pet (Jammu-Kashmir Road) ; DBK ; RS Jammu, PTO ;
Road tolls payable each way :—

Motor car	Rs. 10
Trailer attached to a motor vehicle ...	Rs. 6

Possession Tax must also be paid—for Rules *see* end of this section.

BANNU, Dist. Bannu, N.-W. F. P.; M and Cantt.; Pop 27,139 ; Elevation 1,279′ a. s. l.
Distances.—Miranshah 37m, Kohat 79m, Peshawar 119m ;
Pet ; RH ; RS ; PO & TO ; Hosp.

BARAMULA, Dist Srinagar, Kashmir State ;
Elevation 5,082′ a. s. l.
Distances.—Srinagar 33m, Domel 77m, Rawalpindi 162m, Lahore 332m ;
Pet (Jhelum-Valley Road) ; DB ; RSR Rawalpindi ; PTO.

BARANA, Dist Jhang, Pb ;

Distances.—Sillanwali 5m, Sahiwal 22m. Sargodha 46m, Jhang 75m ;

RS ; RS Sillanwali ; Disp.

BARARA, Dist Ambala, Pb ;

Distances.—Sadhaura 18m, Ambala *via* Kala Ambala 61m, Lahore 200m ;

Pet (Nahan B. Road) ; RS ; PO & TO.

BARNALA, Patiala State ; Pop. 8,915 ;

Distances.—Nabha 47m, Patiala *via* Bhawanigarh 59m, Ludhiana *via* Dhuri 71m ;

RS ; PTO.

BARWALA, Dist Hissar, Pb ;

Distances.—Hansi 19m, Hissar 19m, Tohana 27m, Delhi 119m ;

RH ; RS Sayyadan Khedar ; Disp.

BASAL, Dist. Attock, Pb ;

Distances.—Campbellpore 29m, Attock 44m ; Rawalpindi *via* Gaggan 52m ;

Pet (Railway Station Road) ; RH ; RS ; PO & TO.

BASTIMALUK, Dist Multan, Pb ;

Distances.—Shujabad 15m, Lodhran 23m, Multan 24m ;

RH ; RS Shujabad.

BATALA, Dist. Gurdaspur, Pb ; M ; Pop 33,204 ;

Distances.—Gurdaspur 20m, Amritsar 24m, Pathankot 44m, Lahore 59m, Dalhousie 96m ;

Pet ; R ; RH ; RS ; PO & TO ; Disp ;

Registered Garage :—

Ch. Fateh Mohammad & Co. Motor Stand.

BATOTE, Kashmir State ;
Elevation 6,648′ a.s.l.
Distances.—Jammu 78m, Srinagar 125m ; Lahore, 184m ;
Pet (Jammu-Kashmir Road) ; DB ; RS Jammu ; PTO.

BEAS, Dist. Amritsar, Pb ;
Distances.—Kapurthala 14m, Jullundur *via* Kartarpur 23m, Amritsar 28m, Lahore 63m ;
Pet (G. T. Road) ; DBK ; RS ; PTO.

BHAGTANWALA, Dist Shahpur, Pb ;
Distances.—Kot Moman 10m, Sargodha 16m, Bhalwal 120m, Pindi Bhattian 22m, Shahpur 35m ;
DBK ; RSR Sargodha ; Disp.

BHAI PHERU, Dist Lahore, Pb ;
Distances.—Changa Manga 9m, Pattoki 15m, Lahore 35m ;
RS Changa Manga ; PO ; Disp.

BHAKKAR, Dist Mianwali, Pb, Pop, 6,857 ;
Distances.—Haiderabad 44m, Atharan Hazari 63m ;
DBK ; RS ; PTO ; Disp.

BHALWAL, Dist Shahpur, Pb ; Pop 4,153 ;
Distances.—Shahpur *via* Chakramdas 32m, Sargodha *via* Bhagtanwala 36m, Lahore 110m ;
RH ; RS ; PTO ; Disp.

BAWANA, Dist Jhang, Pb ;
Distances.—Chiniot 24m, Lyallpur 29m, Jhang 30m, Lahore 116m ;
RH ; RS Chiniot ; PO ; Disp.

BHAWANIGARH, Nabha State, Pb ;
Distances.—Nabha 11m, Patiala 23m, Ambala 57m, Ludhiana *via* Nabha 58m ;
PO ; RS Nabha.

BARWAIN, Dist Kangra, Pb ;
Elevation 3,194′ a. s. l.
Distances.—Kangra 36m, Jogindernagar 81m, Pathankot 89m ;
DBK ; RSR Jawalamukhi Road.

BHATINDA, Patiala State, Pb ; Pop 22,771 ;
Distances.—Muktsar 30m, Faridkot 35m, Ferozepore 56m, Lahore 106m ;
RSR ; PTO.

BHATTU (BHATTU KALAN), Dist Hissar, Pb ;
Distances —Sirsa 38m, Hissar *via* Fatehabad 41m, Delhi 141m ;
RS ; PO ; Disp.

BHERA, Dist Shahpur, Pb ; M ; Pop 19,741 ;
Distances —Bhalwal 15m, Shahpur 29m, Sargodha 48m, Lahore 125m ;
RS ; PTO ; Disp.

BHIWANI, Dist Hissar, Pb ; M ; Pop 35,866 ;
Distances.—Rohtak 28m ; Hissar *via* Tohana 39m, Delhi 70m ;
RH ; RS ; PO & TO ; Hosp.

BHUPINDER SAGAR, Patiala State, Pb ;
Distances.—Samana 17m, Patiala 35m ;
RS Patiala.

BURIYA, Dist Ambala, Pb ;
Distances.—Jagadhri 2m ;
RS.

CAMPBELLPORE, Dist Attock, Pb ; M and Cantt ; Pop 11,694 ;

Distances.—Attock 15m, Hasanabdal 23m, Fatehjang 25m, Rawalpindi 51m, Peshawar 62m, Lahore 221m ;

Pet ; R ; RH ; RSR ; PTO ; Hosp ;

(Headquarters of Attock Civil District.)

CHAK JHUMRA, Dist Lyallpur, Pb ;

Distances.—Jaranwala 23m, Lyallpur *via* Chiniot 38m, Lahore 88m ;

RH ; RS ; PTO : Disp.

CHAKRAMDAS, Dist Shahpur, Pb ;

Distances.—Bhera 9m, Bhalwal 12m ; Shahpur 20m ; DBK ; RS Bhera ; PO.

CHAKRATA, Dist Dehra Dun, U.P. ;

Distances.—Fatehpur 37m, Dehra Dun 58m, Saharanpur 78m, Delhi *via* Thanesar 219m ;

RSR Saharanpur or Dehra Dun ; PTO.

CHAKWAL, Dist Jhelum, Pb ; Pop 9,542.

Distances.—Talagang 27m, Gujar Khan *via* Mandra 48m, Rawalpindi *via* Mandra 59m, Jhelum 68m, Lahore *via* Sohawa 172m ;

DBK ; RS ; PTO ; Disp.

CHAMAN, Baluchistan ;

Elevation 4,304′ a. s. l.

Distances.—Quetta *via* Bostan 80¼m, *via* Gulistan 85m, *via* Pishin Fort 77m ;

RS ; PTO ; Disp.

CHANDIGARH, Dist Ambala, Pb ;

Distances.—Kalka 7m, Ambala 36m, Lahore 233m ; RH ; RS ; PO & TO.

CHANGA MANGA, Dist. Lahore, Pb ;
Distances.—Chunian 9m, Pattoki *via* Chunian, 17m, Lahore 44m ;
RH ; RS ; PTO.

CHANNU (*See* Mian Channu).

CHARSADDA, Dist. Peshawar, N.-W. F. P.; Pop. 11,537 ;
Distances.—Mardan 17m, Nowshera 20m, Peshawar 20m ;
Pet RH ; RSR Peshawar ; PTO ; Hosp.

CHERAT, Dist. Peshawar, N.-W.F.P.;
Distances.—Pabbi 23m, Nowshera 36m, Peshawar *via* Pabbi 37m, Lahore 280m ;
RH ; RS ; Pabbi ; PTO.

CHICHAWATNI, Dist. Montgomery, Pb.; Pop 4,387;
Distances.—Mian Channu 21m, Montgomery 26m, Khanewal 49m, Lahore 129m ;
RH ; RS ; PTO ; Disp.

CHINARI, Kashmir State ;
Elevation 3,800′ a.s.l.
Distances.—Domel 30m, Baramula 47m, Srinagar 80m, Rawalpindi 115m ;
DBK ; RSR Rawalpindi ; PO & TO.

CHINIOT, Dist. Jhang, Pb ; M ; Pop 25,841 ;
Distances.—Chak Jhumra 16m, Lyallpur 22m, Sargodha 32m, Jhang 54m, Lahore *via* Jaranwala 104m ; RH ; RS ; PTO ; Disp.

CHOA SAIDAN SHAH, Dist. Jhelum, Pb.;
Distances.—Pind Dadan Khan 15m, Chakwal 19m, Jhelum *via* Pind Dadan Khan 68m ;
RH ; RS Pind Dadan Khan ; PO; Disp.

CHUHARKANA (CHUHARKANA MANDI), Dist. Sheikhupura, Pb.;

Distances.—Sheikhupura 10m, Mananwala 14m, Sukheki 19m, Gujranwala 33m, Lahore 34m ;

Pet (G. T. Road) ; RH ; RS ; PTO ; Disp.

CHUNIAN, Dist. Lahore, Pb ; M ; Pop. 8,269 ;

Distances.—Pattoki 8m, Changa Manga 9m, Hujra 17m, Kasur 33m, Lahore 53m ;

RH ; RS Changa Manga or Pattoki, PTO ; Disp.

DABWALI, Dist. Hissar, Pb ;

Distances.—Sirsa 34m, Ferozepore *via* Muktsar 76m, Delhi 189m ;

RH ; DBK ; RS Mandi Dabwali ; PTO ; Disp.

DAGSHAI, Dist. Simla, Pb ; Cantt ; Pop. 1,469 ; Elevation 7,100′ a.s.l.

Distances.—Dharampore 3m, Solon 9m, Simla 40m ; RS Kumarhatti (1m), PTO.

DAIRA DIN PANAH (DAERA DIN PANAH), Dist. Muzaffargarh, Pb ;

Distances.—Leiah 27m, Muzaffargarh 40m ;

RH ; RS ; PO ; Disp.

DAJAL, Dist. Dera Ghazi Khan, Pb.; M; Pop. 6,186 ;

Distances.—Jampur 15m, Dera Ghazi Khan 45m, Rajanpur 56m, Ghazi Ghat 64m,

RH ; RS Ghazi Ghat ; PTO ; Disp.

DALHOUSIE, Dist. Gurdaspur, Pb ; M ; Pop 1,030 (much larger summer population) ;

Elevation 6,740′ a.s.l.; Annual mean rainfall 83·88″;

Distances.—Pathankot 52m, Gurdaspur 76m, Amritsar 120m, Lahore 155m ;

RH ; RSR Pathankot ; PO; TO ; Hosp ;

Hotels :—

1. Stiffle's Arranmore Hotel,
 TA Stiffle's Tele 4, 72 suites (with Grandview)
 WY ;
 Tariff :—Rs. 6 to 10 p.d.
2. Stiffle's Grandview,
 TA Stiffle's Tele 16, 72 suites (with Arranmore),
 April to October ;
 Tariff :—Rs. 6 to 10 p.d.
3. Central Hotel,
 TA Central, 9b, WY ;

Club :—
Dalhousie Club.

DARABAN, Dist. Dera Ismail Khan, N.-W. F. P. ;
Distances.—Tank 44m, D. I. Khan 38m ;
RH ; RS Tank ; PTO ; Hosp.

DARGAI, Malakand Agency, N.-W. F. P.;
Distances.—Mardan 25m, Nowshera 40m, Peshawar *via* Charsadda 62m ;
Pet (Malakand Road) ; RH ; RS ; PTO ; Disp.

DARRA PEZU (See Pezu).

DASKA, Dist. Sialkot, Pb ; M ; Pop 8,636 ;
Distances.—Sambrial 11m, Gujranwala 16m, Sialkot 22m, Lahore 58m ;
DBK ; RS Sambrial ; PTO ; Disp.

DASUYA, Dist. Hoshiarpur, Pb ; M ;
Distances.—Gurdaspur 25m, Hoshiarpur 26m, Lahore 104m ;
RH ; RS ; PTO ; Disp.

DEHAR, Mandi State, Pb ;
Distances.—Mandi 27m, Jogindernagar 62m, Pathankot 154m, Lahore 257m ;
RSR Jogindernagar.

DEHRA DUN, Dist. Dehra Dun, U.P. ;

Distances.—Saharanpore 42m, Delhi *via* Muzaffarnagar 145m, Lahore 312m ;
Pet ; RSR ; PTO ; Hosp.

Registered Garage :—
Star Motor and Engineering Works, Rajpur Road;

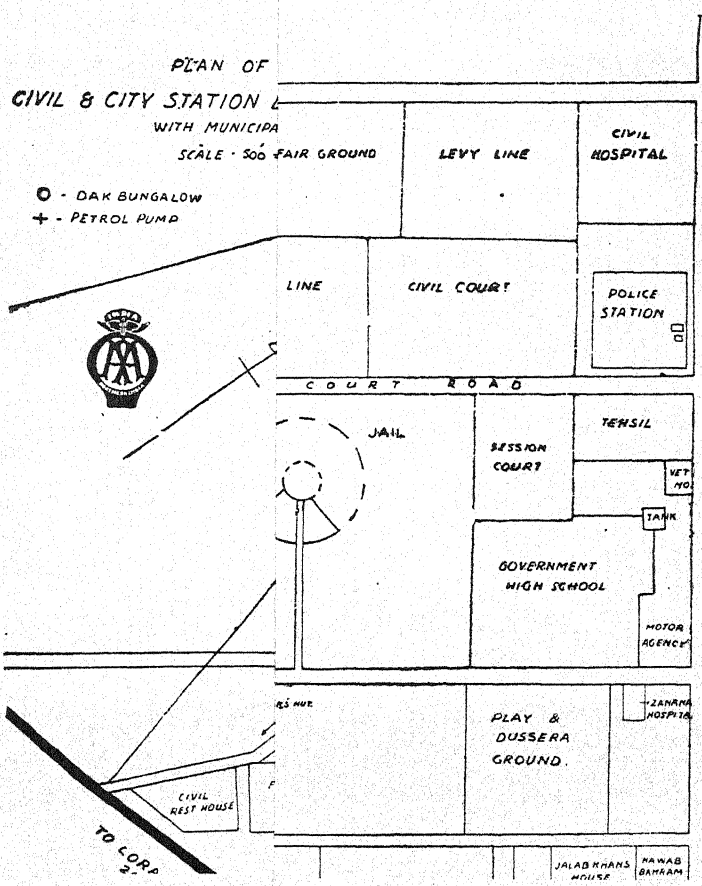
Club :—
Dehra Dun Club.

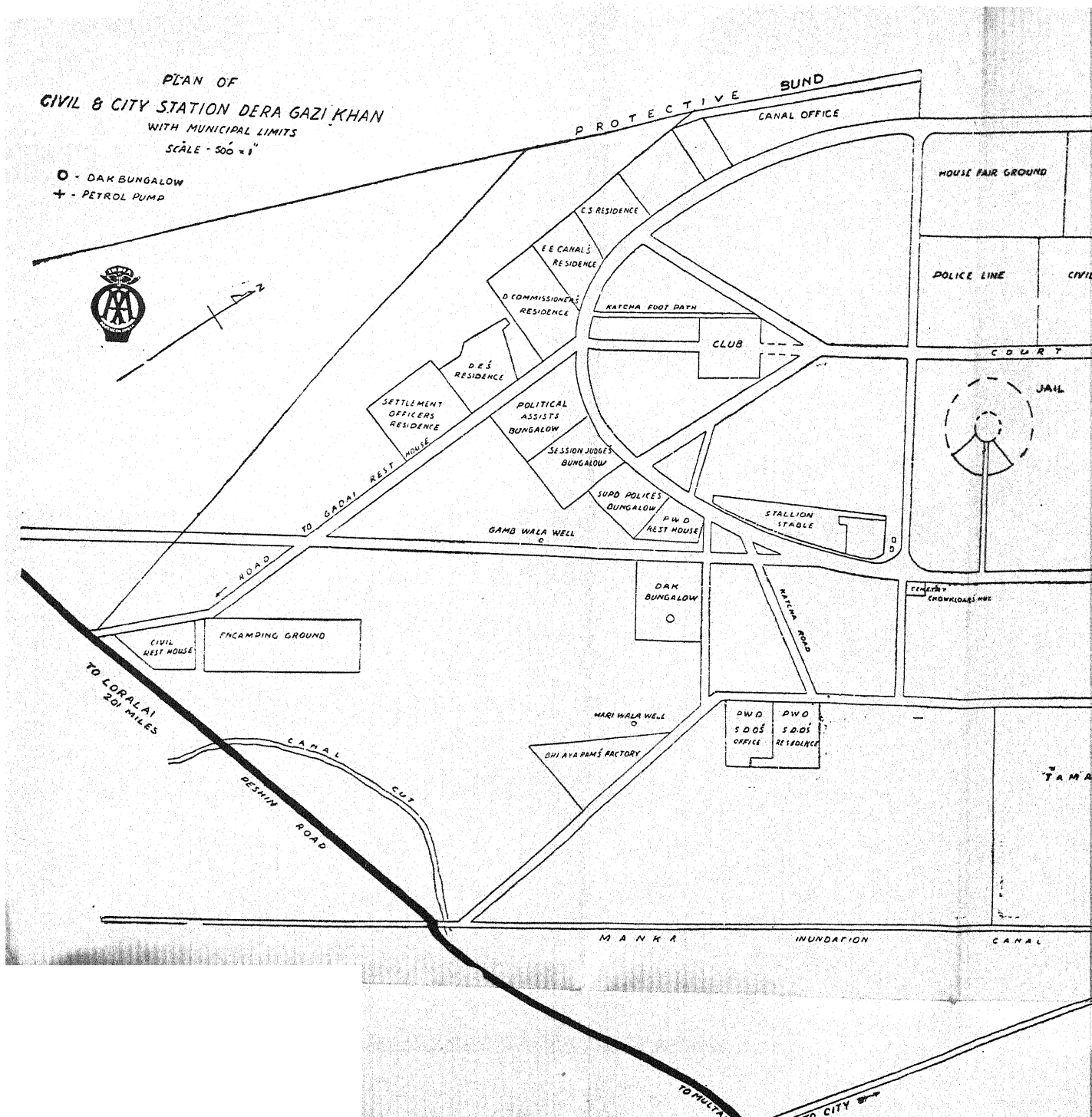
DELHI, Dist. Delhi, Delhi; M & Cantt ; Pop 447,442 ;

Distances.—Meerut 38m, Rohtak 42m, Aligarh 83m, Muttra 92m, Alwar 103m, Dehra Dun 145m, Ambala 120m, Simla 212m, Lahore *via* Amritsar 317m, Lahore *via* Ferozepore 320m ;
Pet ; R ; RSRR ; New Delhi RS ; PO ; TO ; Hosp;

Registered Garages :—
(1) Allen Berry & Co., Ltd., Queen's Road ;
(2) Fonseca & Co., Kashmere Gate ;
(3) French Motor Car Co., Ltd., Kashmere Gate ;
(4) The New Garage, Connaught Place, New Delhi;
(5) Sales and Service, Connaught Place, New Delhi;
(6) Universal Motors, Kashmere Gate ;

Hotels :—
1. Clarke's Hotel, Underhill Road ;
TA Clarkes, Tele 6385, 40b, H & C, September to May, GA ;
Tariff :—Single Rs. 10 p.d., Double Rs. 20 p.d.
2. Hotel Cecil,
TA Cecil, Tele 5936, 58b, H & C ; WY ; GA ;
Tariff :—Single Rs. 10 p.d., Rs. 250 p.m.
Double Rs. 20 p.d., Rs. 500 p.m.
3. Maiden's Hotel,
TA Maidens, Tele 6339, 111b ; WY ; GA ;
Tariff :—Single from Rs. 11 p.d.
Double from Rs. 20 p.d.
4. Swiss Hotel, Curzon House, 42b ; WY ; GA ;
Tariff :—Single Rs. 10, p.d. (Summer), Rs. 12, p.d. (Winter).


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+ - PETROL PUMP
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COURT ROAD
JAIL
SESSION COURT
TEHSIL
VET HO
TANK
GOVERNMENT HIGH SCHOOL
MOTOR AGENCY
PLAY & DUSSERA GROUND.
ZANANA HOSPITAL
CIVIL REST HOUSE
TO LORP
JALAB KHANS HOUSE
NAWAB BAHRAM


PLAN OF
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WITH MUNICIPAL LIMITS
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+ - PETROL PUMP
PROTECTIVE BUND
CANAL OFFICE
HOUSE FAIR GROUND
POLICE LINE
C.S RESIDENCE
E.E CANAL'S RESIDENCE
D.COMMISSIONER'S RESIDENCE
KATCHA FOOT PATH
CLUB
COURT
JAIL
D.E.S RESIDENCE
SETTLEMENT OFFICERS RESIDENCE
POLITICAL ASSIST'S BUNGALOW
SESSION JUDGE'S BUNGALOW
SUPD POLICE'S BUNGALOW
P.W.D REST HOUSE
STALLION STABLE
TO GADAI REST HOUSE
GAMB WALA WELL
ROAD
DAK BUNGALOW
KATCHA ROAD
CEMETERY CHOWKIDAR'S HUT
CIVIL REST HOUSE
ENCAMPING GROUND
TO LORALAI 201 MILES
MARI WALA WELL
P.W.D S.D.O'S OFFICE
P.W.D S.D.O'S RESIDENCE
BHIAYA RAM'S FACTORY
CANAL CUT
DESHIN ROAD
MANKA INUNDATION CANAL
TAMA
TO MULTA
CITY

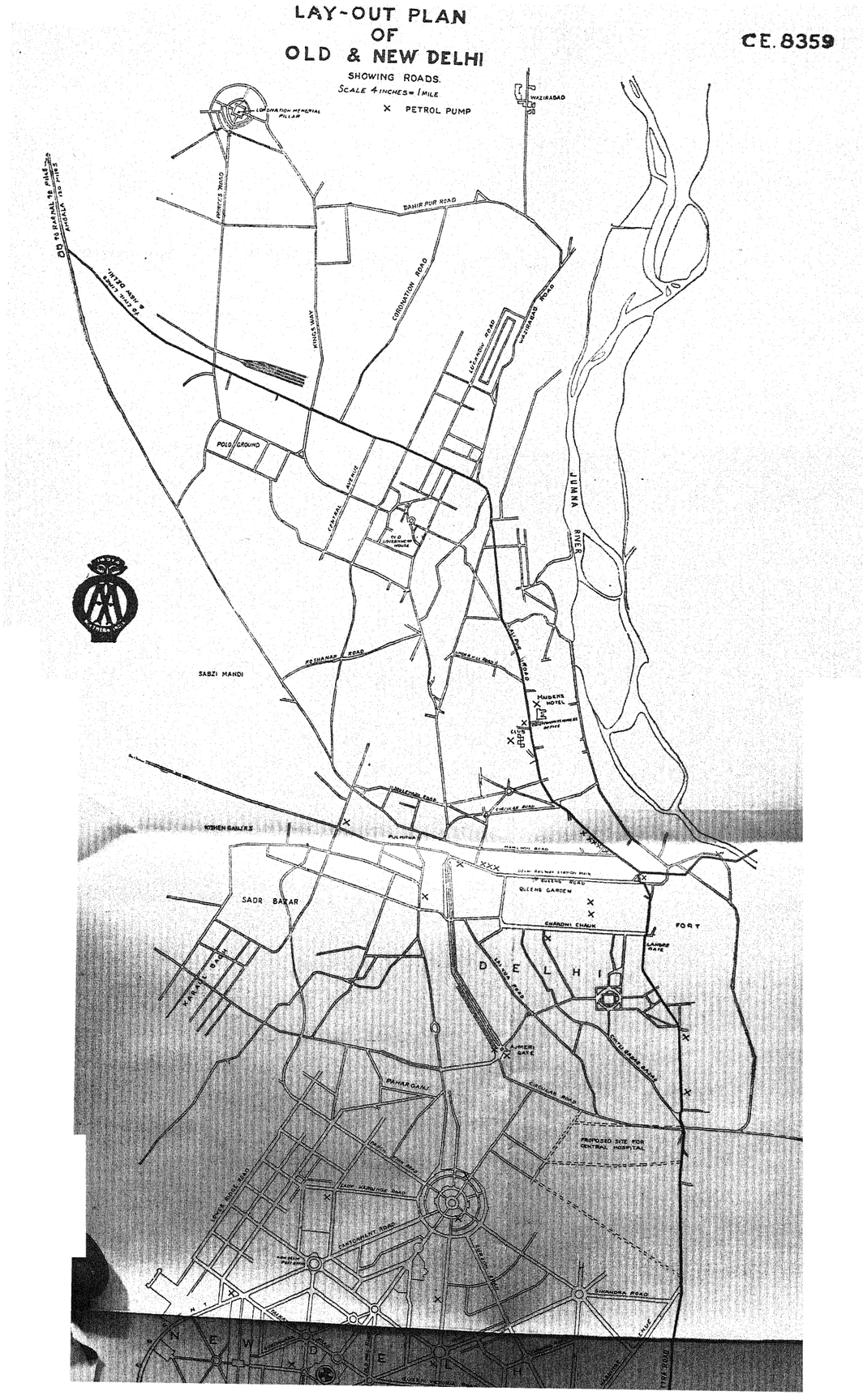
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Chelmsford Club, New Delhi,
Delhi Club,
Delhi Flying Club,
Imperial Delhi Gymkhana Club,
Jumna Club,
Roshanara Club.

DERA BABA NANAK, Dist. Gurdaspur, Pb ; M ; Pop 5,176 ;

Distances.—Narowal 13m, Batala 18m, Amritsar *via* Ajnala 36m, Gurdaspur *via* Batala 38m, Sialkot 50m, RH ; RS ; PTO ; Disp.

DERA GHAZI KHAN, Dist. Dera Ghazi Khan, Pb ; M ; Pop 23,468 ;

Distances.—Ghazi Ghat 19m, Muzaffargarh 39m, Fort Monro 51m, Multan 60m, Lahore 284m ;

DBK ; RH ; RS Ghazi Ghat ; PTO ; Hosp.

DERA GOPIPUR, Dist. Kangra, Pb ;

Distances.—Jawalamukhi Road (Ranital) 15m, Kangra 24m, Pathankot *via* Kangra 78m, Lahore, 181m ;

RSR Jawalamukhi Road ; PTO ; Disp.

DERA ISMAIL KHAN, Dist. Dera Ismai Khan, N.-W.F.P. ; M & Cantt ; Pop 39,779.

Distances.—Darya Khan 12m, Tank 42m, Bannu 89m, Kohat 168m, Peshawar 208m ;
Pet ; R ; DBK ; RS ; PO & TO ; Hosp ;

Club :—
Dera Ismail Khan Club.

DERA NAWAB, Bahawalpur State ;

Distances.—Derawar Fort 26m, Bahawalpur 34m, Multan 90m ;
RS ; PTO.

DHARAMPORE, Dist Simla, Pb; M; Pop 6,359 ;
Elevation 5,850′ a.s.l.

Distances.—Solon 11m, Kalka 15m, Simla 28m, Ambala 58m, Lahore 255m ;
Pet (near Ry. Stn.) ; RH ; RST; PTO.

DHARMSALA (Lower), Dist. Kangra, Pb ; M & Cantt ; Pop 6,359 ;

Elevation 4,500′ a.s.l. ; Annual mean rainfall 115·75″.

Distances.—Upper Dharmsala 6m, Metaur 8m, Kangra 12m, Jogindernagar 50m, Pathankot 58m, Lahore 161m :
DBK ; RS Nagrota (K. V. Ry.) ; PO & TO ; Disp ; (Headquarters of Kangra Civil District.)

Club :
Dharmsala Club.

DHODA, Dist. Kohat, N.-W. F. P. ;

Distances.—Kohat 8m, Hangu 31m, Peshawar 48m ;
RH ; RSR Kohat ; PO.

DHOK PATHAN, Dist. Attock, Pb ;

Distances.—Pindi Gheb 10m, Talagang 18m, Basal 34m, Trap 37m, Chakwal 45m ;
RH ; RS Basal.

DHURI, Nabha State, Pb ;

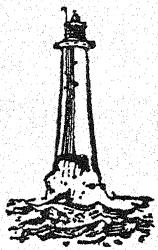
Distances.—Sangrur 8m, Malerkotla 11m, Nabha *via* Malerkotla 30m, Patiala 43m, Lahore 162m ;
RS ; PTO.

DIJKOT (DICHKOT), Dist. Lyallpur, Pb ;

Distances.—Samundri 10m, Tandlianwala 15m, Lyallpur 20m :
RS Tandlianwala, PO ; Disp.

DINA, Dist. Jhelum, Pb ;

Distances.—Jhelum 9m, Sohawa 16m ;
DBK ; RS ; PTO.



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NARAINDAS & CO., LAHORE.

DINGA, Dist. Gujrat, Pb ; M ; Pop 7,068 ;

Distances.—Rasul 10m, Kharian 14m, Gujrat 22m, Jhelum 26m ;

DBK ; RS ; PTO ; Disp.

DIPALPUR, Dist. Montgomery, Pb ;

Distances.—Okara 14m, Renala 22m, Montgomery 41m, Lahore 90m ;

RH ; RS Okara ; PTO ; Disp.

DOMEL, Kashmir State ;

Elevation 2,230′ a.s.l.

Distances.—Kohala 21m, Baramula 77m, Rawalpindi 85m, Srinagar 110m, Lahore 255m ;

Pet ; RH ; RSR Rawalpindi ; PTO ;

Road tolls payable, each way :—

Motor car	Rs. 10.
Trailer attached to a motor vehicle	Rs. 6.

Possession Tax must also be paid—for Rules see end of this section.

DUNERA, Dist. Gurdaspur, Pb ;

Distances.—Dalhousie 24m, Pathankot 28m ;

RH ; RS Pathankot ; PTO ; Disp.

DUNGA GALI, Dist. Hazara, N.-W. F. P. ;

Distances.—Sunny Bank 17m, Abbottabad 18m, Havelian 27½m, Rawalpindi 56m, Peshawar 145m, Lahore *via* Sunny Bank 226m ;

DBK ; RS Havelian ; PTO : Disp ;

Hotel :—

Mokshpuri Hotel, Dunga Gali *via* Abbottabad, 29b ; May to September ;

Tariff :—From Rs. 6 p.d.

DUNYAPORE, Dist. Multan, Pb ;

Distances.—Shujabad 27m, Multan 36m, Montgomery *via* Pakpattan 134m ;

RH ; RS ; PO & TO ; Disp.

EMINABAD, Dist. Gujranwala, Pb ; M ; Pop 7,329 ;

Distances.—Kamoke 9m, Gujranwala 11m, Lapoke 33m, Lahore 37m, Amritsar *via* Lapoke 49m ;

RH ; RS (3m) ; PTO ; Disp.

FARIDKOT, Faridkot State, Pb ; M ; Pop 16,759 ;

Distances.—Kot Kapura 7m, Ferozepore 21m, Moga *via* Kot Kapura 37m, Lahore 71m, Delhi 272m ;

RS ; PTO.

FATEHABAD, Dist. Hissar, Pb ;

Distances.—Bhattu 12m, Sirsa 26m, Hissar 29m, Delhi 129m ;

RH ; RS Bhattu ; PO ; Disp.

FATEHJANG, Dist. Attock, Pb ; Pop 4,849 ;

Distances.—Campbellpore (Civ. District Headquarters) 25m, Rawalpindi 26m, Attock 41m, Peshawar 93m, Lahore 196m ;

Pet (Khushalgarh Road) ; RH ; RS ; PTO ; Disp.

FATEHPUR, Dist. Saharanpur, U.P. ;

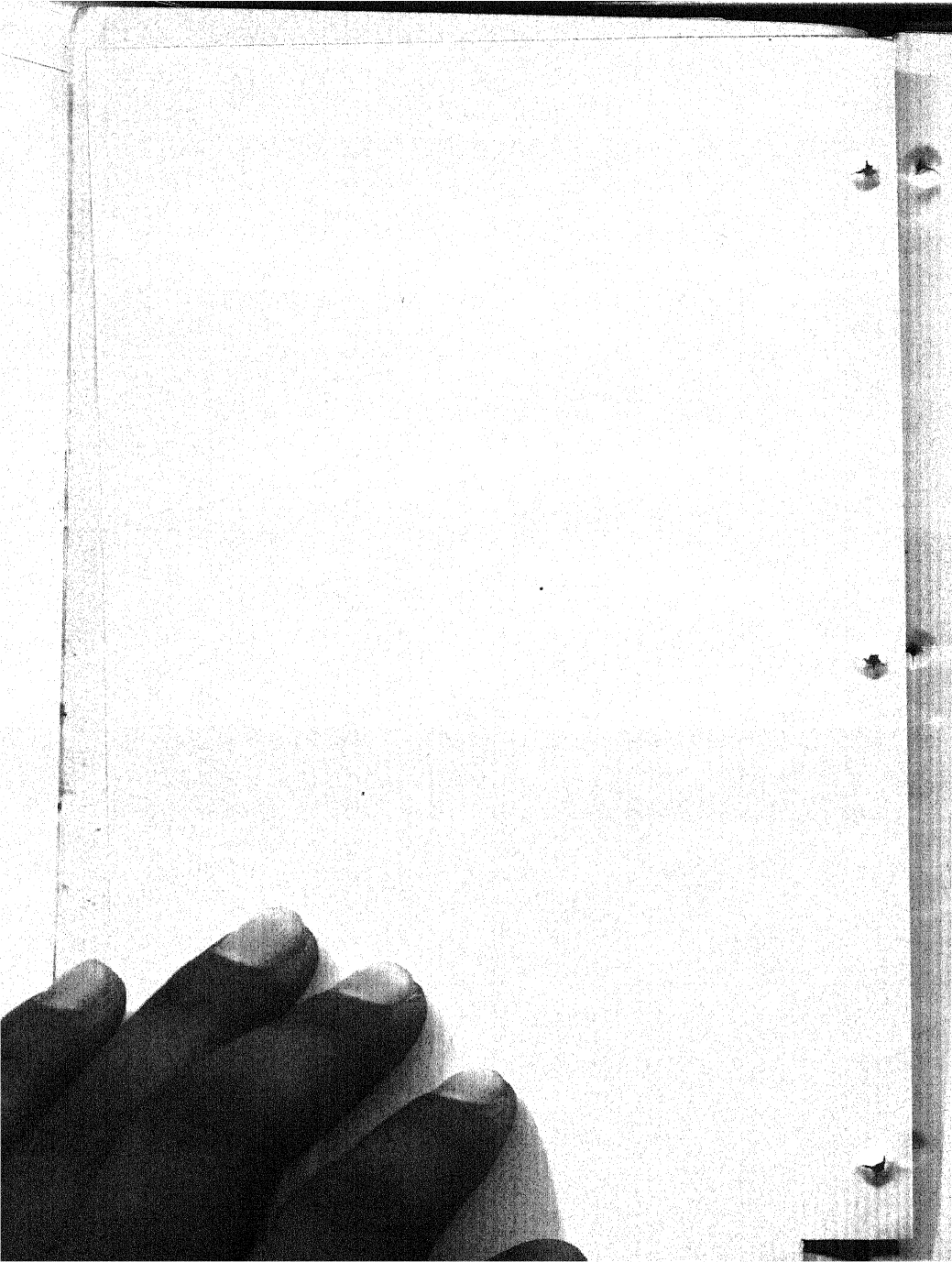
Distances.—Dehra Dun 22m, Chakrata 37m, Saharanpur 41m, Ambala 114m ;

DBK ; RS Dehra Dun ; PO.

FAZILKA, Dist. Ferozepore, Pb ; M ; Pop 18,463 ;

Distances.—Abohar 21m, Jalalabad 21m, Ferozepore 54m, Lahore 104m, Delhi *via* Muktsar 325m ;

DBK ; RS ; Disp.



FEROZEPORE, Dist. Ferozepore, Pb ; M and Cantt ; Pop 64,634 ;

Distances.—Kasur 16m, Faridkot 21m, Lahore 50m, Ludhiana 76m, Jammu 156m, Delhi *via* Ludhiana 270m, Srinagar *via* Jammu 359m ;

Pet ; R ; DBK ; RSR ; PTO ; Hosp ;

Registered Garage :—

Jain Motor and Cycle Co., near Imperial Bank (Cantt) ;

Hotel :—

Club View Hotel, Adjoining Officers' Club,

TA Hotel; Tele 223, 22b, H. & C ; WY ; GA ;

Tariff :—Single from Rs. 9 p.d., Rs. 210 p.m.

Double from Rs. 20 p.d., Rs. 390 p.m.

Club :—

Ferozepore Club.

FORT SANDEMAN, Baluchistan ;
Elevation 4,540′ a.s.l.

RS ; PTO ; Hosp.

GADDAR BAHA (GIDDAR BAHA), Dist. Ferozepore, Pb ;

Distances.—Abohar 44m, Ferozepore *via* Muktsar 77m, Lahore 127m ;

RH ; RS ; PTO ; Disp.

GAGRET, Dist. Hoshiarpur, Pb ;

Distances.—Hoshiarpur 15m, Dera Gopipur 24m, Kangra 48m, Gurdaspur 66m, Lahore 126m ;

DBK ; RS Hoshiarpur ; PTO ; Disp.

GARHI, Kashmir State, Pb ;
Elevation 2,003′ a.s.l.

Distances.—Domel 13m, Chinari 17m, Havelian 71½m, Srinagar 97m, Rawalpindi 98m, Lahore *via* Rawalpindi 268m ;
DBK ; RSR Rawalpindi ; PTO.

GARHI HABIB ULLAH, Dist. Hazara, N.-W. F. P. ;

Distances.—Domel 14m, Mansehra 19m, Abbottabad (Civ. Dist. Hd. Qrs.) 35m, Rawalpindi 99m, Srinagar 124m, Peshawar 152m ;
RSR Havelian ; PTO ; Disp.

GARH MAHARAJA, Dist. Jhang, Pb ;

Distances.—Shorkot Road 22m, Atharan Hazari 25m, Rangpur 28m, Jhang 43m ;
(Ferry for cars.)
RH ; RSR Shorkot Road ; PO ; Disp.

GARHSHANKAR, Dist. Hoshiarpur, Pb ; Pop 5,561 ;

Distances.—Nawashahr 6m, Hoshiarpur 25m, Jullundur 50m, Lahore 136m ;
Pet (Taxi Stand) ; RH ; RS ; PTO ; Disp.

GHAGGAR, Dist. Ambala, Pb ;

Distances.—Kalka 17m, Kharar 22m, Ambala 26m, Simla 71m, Delhi 141m ;
Pet (Ambala-Kalka Road) ; RS ; PTO.

GHAZIABAD, Dist. Meerut U. P. ;

Distances.—Delhi 11m, Meerut 27m, Aligarh 72m, Saharanpur 120m ;
RSR ; PTO.

GHAZI GHAT, Dist. Muzaffargarh, Pb ;

Distances.—Dera Ghazi Khan 19m, Muzaffargarh 20m, Multan 41m ;
(Boat bridge in winter and ferry in summer for D. G. Khan) ;
RH ; RS ; PTO.

GOGERA (GUGERA), Dist. Montgomery, Pb ;

Distances.—Satgharah 12m, Tandlianwala 14m, Okara 22m, Montgomery 49 ;
RH ; RS : Tandlianwala ; PO ; Disp.

GOHANA, Dist. Rohtak, Pb ; M ; Pop 5,045 ;

Distances.—Rohtak 19m, Sonepat 22m, Jind 24m, Panipat 26m, Delhi *via* Rohtak 61m ;
RH ; RS ; PTO ; Disp.

GOJRA, Dist. Lyallpur, Pb ; M ; Pop 9,779 ;

Distances. – Toba Tek Singh 16m, Tandlianwala 28m, Lyallpur 31m, Jhang 42m, Lahore *via* Lyallpur 118m ;
DBK ; RS ; PTO ; Disp.

GUJAR KHAN, Dist. Rawalpindi, Pb ;

Distances.—Mandra 9m,Sohawa 12m, Rawalpindi 29m, Jhelum 37m, Lahore 141m ;
Pet (G. T. Road) ; RH ; RST ; PTO ; Disp.

GUJRANWALA, Dist. Gujranwala, Pb ; M ; Pop 58,716 ;

Distances.—Eminabad 11m, Wazirabad 20m, Hafizabad 30m, Lahore 42m, Rawalpindi 128m, Srinagar *via* Jammu 267m ; Delhi 323m ;
Pet (Trunk Road) ; RS ; PTO ; Hosp.

Registered Garage:—

Boys' Industrial Home.

GUJRAT, Dist. Gujrat, Pb ; M ; Pop 26,511 ;

Distances.—Lala Musa 10m, Wazirabad 10m, Jhelum 32m, Lahore 72m, Rawalpindi 98m, Delhi 389m ;
Pet (G. T. Road) ; DBK ; RS ; PTO ; Hosp.

GULMARG, Kashmir State, Pb ;
Elevation 8,870′ a.s.l.

Distance.—Srinagar 28m,
RS Rawalpindi or Jammu ; PTO.

Hotel :—

Nedou & Sons Hotel.

TA Nedou, Tele 6, 175 b, 1st June to 30th Sept.

Tariff.—Single Rs. 9 to Rs 12 p.d.
Rs. 240 to Rs. 310 p.m.
Double Rs. 18 to 22 p.d., Rs. 480 to Rs. 540 p.m.

GURDASPUR, Dist. Gurdaspur, Pb ; M ; Pop 12,094 ;

Distances.—Mukerian 15m, Batala 20m, Pathankot 24m, Dalhousie 76m, Lahore 79m ;
(Ferry for cars except during floods).
(Pet Batala Taxi Stand and Pathankot Taxi Stand) ;
DBK ; RS ; PTO ; Hosp.

GURGAON, Dist. Gurgaon, Pb ;

Distances.—Sohna 16m, Delhi 19m, Palwal 34m, Alwar 84m ;
Pet (Delhi-Kutab Road) ; RH ; RS ; PTO ; Hosp.

HAFIZABAD, Dist. Gujranwala, Pb ; Pop 14,431 ;

Distances.—Jalalpur Nau 18m, Gujranwala 30m, Wazirabad 50m, Sialkot 68m, Lahore *via* Gujranwala 32m ;
Pet (Hafizabad Tanika Road) ; DBK ; RS ; PTO.

HAMIRPUR, Dist. Kangra, Pb ;

Distances.—Bahuta 6m, Palampur 31m, Ranital 39m, Mandi 47m ;
RST Palampur ; PTO ; Disp.

HANGU, Dist. Kohat, N.-W. F. P. ; M & Cantt ;

Distances.—Kohat 25m, Thal 36m, Peshawar 65m, Parachinar 83m, Rawalpindi 127m ;
Pet (Hangu Bazar) ; DBK ; RS ; PTO ; Hosp.

HANSI, Dist. Hissar, Pb ; M ; Pop 18,356 ;

Distances.—Hissar 17m, Barwala 19m, Rohtak 41m, Delhi 83m, Ambala *via* Sonepat 167m ;
Pet (Taxi Stand) ; RS ; PTO ; Disp.

HARAPPA, Dist. Montgomery, Pb ;

Distance.—Montgomery 12m,
RH ; RS Harappa Road ; PO ; TO ; Disp.

HARIKE, Dist. Amritsar, Pb ;

Distances.—Patti 10m, Amritsar *via* Bhikiwind 39m, Lahore 48m ;
(Ferry for cars between Harike and Makhu.)
RS Patti.

HARIPUR, Dist. Hazara, N.-W. F. P. ; M ; Pop 7,653 ;

Distances.—Havelian 13½m, Campbellpore 22m, Abbottabad 23m, Rawalpindi 50m, Peshawar 95m ;
Pet (Abbottabad Road) ; DBK ; RS ; PTO ; Hosp.

HARNAI, Baluchistan ;
Elevation 2,952′ a.s.l.
RSR ; PTO ; Disp.

HASSAN ABDAL, Dist. Attock, Pb ; Pop 5,682.

Distances.—Campbellpore (Dist. Headquarters) 24m, Attock 27m, Rawalpindi 29m, Peshawar 74m ;
Pet (G. T. Road) ; DBK ; RS (1m) ; PTO ; Disp.

HATHALA, Dist. Dera Ismail Khan, N.-W. F. P. ;

Distances.—Tank 16m, D. I. Khan 26m, Daraban 28m, Bannu 92m ;
RH ; RS Tank ; PO.

HATTI, Dist. Attock, Pb ;

Distances.—Hazro 4m, Campbellpore 9m, Attock 12m, Hassan Abdal 14m, Abbottabad 29m ;
RH ; RSR Campbellpore.

HAZRO, Dist. Attock, Pb ; M ; Pop 9,155 ;
Distances.—Campbellpore 13m, Attock 16m, Hassan Abdal 18m, Rawalpindi 46m, Lahore 216m :
RH ; RS Campbellpore : PTO ; Disp.

HINDUBAGH, Baluchistan :
Elevation 5,890′ a.s.l.
RSR ; PTO ; Disp.

HISSAR, Dist. Hissar, Pb ; M ; Pop 25,179 :
Distances.—Hansi 17m, Fatehabad 29m, Bhiwani 39m, Maham 40m, Rohtak 58m, Delhi 100m, Panipat 103m, Ambala 171m ;
Pet (Outside Nagori Gate); DBK ; RS ; PTO; Disp.

HOSHIARPUR, Dist. Hoshiarpur, Pb ; M ; Pop 26,730 ;
Distances.—Gagret 15m, Una 24m, Garhshankar 25m, Jullundur 25m, Lahore 111m, Ambala 136m;
Pet ; DBK ; RS ; PTO ; Disp.

HUJRA, Dist. Montgomery, Pb ;
Distances.—Chunian 17m, Renala Khurd 18m, Montgomery 53m, Lahore 86m ;
RH ; RS Renala Khurd ; PO ; Disp.

HYDERABAD, Sind ;
Distances.—Karachi 126m :
Pet ; RSR ; PO & TO ; Hosp.
Registered Garage :—
Dayaram Santdas & Co.

INJRA, Dist. Attock, Pb ;
Distances.—Trap 8m, Tamman 20m, Pindi Gheb 35m ;
RH ; RS ; PO & TO.

ISLAMABAD (ANANT NAG), Kashmir State, Pb ;
Distances.—Khanabal 1m, Srinagar 33m, Jammu 172m, Lahore 378m ;
DBK ; RS Jammu ; PO ; Hosp.

JACOBABAD, Sind ;

DB ; Pet (Opposite Lady Wellingdon Hospital) ; RS ; PTO ; Hosp.

JAGADHRI, Dist. Ambala, Pb ; M ; Pop 13,268 ;

Distances.—Pipli 36m, Ambala *via* Pipli 62m, Delhi *via* Pipli 130m, Lahore 259m ;

Pet (Abdullapur Taxi Stand) ; RH ; RS (4m) ; PTO ; Disp.

JAGRAON, Dist. Ludhiana, Pb ; M ; Pop 27,108 ;

Distances.—Moga 16m, Raikot 16m, Ludhiana 25m, Jullundur *via* Nakodar 41m, Ferozepore 51m, Lahore 101m, Delhi 219m ;

Pet (Ry. Stn. Taxi Stand) ; RH ; RS ; PTO ; Disp.

JALALABAD, Dist. Ferozepore, Pb ; Pop 7,703 ;

Distances.—Muktsar 18m, Fazilka 21m, Ferozepore 33m, Abohar 42m, Lahore 83m ;

RS ; PTO.

JALALPUR JATTAN, Dist. Gujrat, Pb; M; Pop 12,507;

Distances.—Gujrat 10m, Sialkot 23m, Lahore 82m, Rawalpindi 108m ;

DBK ; RS Gujrat ; PTO ; Disp.

JALALPUR, (JALALPUR KIKNAN), Dist. Jhelum, Pb ;

Distances.—Pind Dadan Khan 22m, Jhelum 31m ; DBK ; RS Pind Dadan Khan ; PTO ; Disp.

JALALPUR NAU (JALALPUR BHATTIAN), Dist. Gujranwala, Pb ;

Distances.—Pindi Bhattian 13m, Vanike 16m, Hafizabad 18m, Chiniot 33m, Gujranwala 48m, Lahore *via* Pindi Bhattian 76m ;

RS Hafizabad ; PO ; Disp.

JALALPUR (JALALPUR PIRWALA), Dist. Multan, Pb ;

Distances.—Lodhran 28m, Shujabad 28m, Multan 52m ;

DBK ; RS Shujabad or Lodhran ; PO ; Disp.

JAMMU, Kashmir State ; M & Cantt.
Elevation 1,001' a.s.l.

Distances.—Udhampur 41m, Batote 78m, Lahore *via* Daska 106m, Srinagar 203m, Delhi 423m ;

Pet ; DBK ; RS ; PTO ; Hosp.

JAMRUD, Khyber Agency, N.-W.F.P. ;

Distances.—Peshawar 9m, Landi Kotal 20m ;

RH ; RS ; PTO ; Disp.

JANDIALA SHER KHAN, Dist. Sheikhupura, Pb ;

Distances.—Chuharkana 6m, Sheikhupura 8m, Naushahra 10m, Gujranwala 27m ;

DBK ; RS Qila Sheikhupura (Sheikhupura) ; PO.

JAITU (JAITO), Nabha State, Pop 8,542 ;

Distances.—Kot Kapura 10m, Faridkote 17m, Bhatinda 18m, Phul 26m, Ferozepore 38m, Lahore 88m ;

RS ; PTO.

JAMLER, Dist. Montgomery, Pb ;

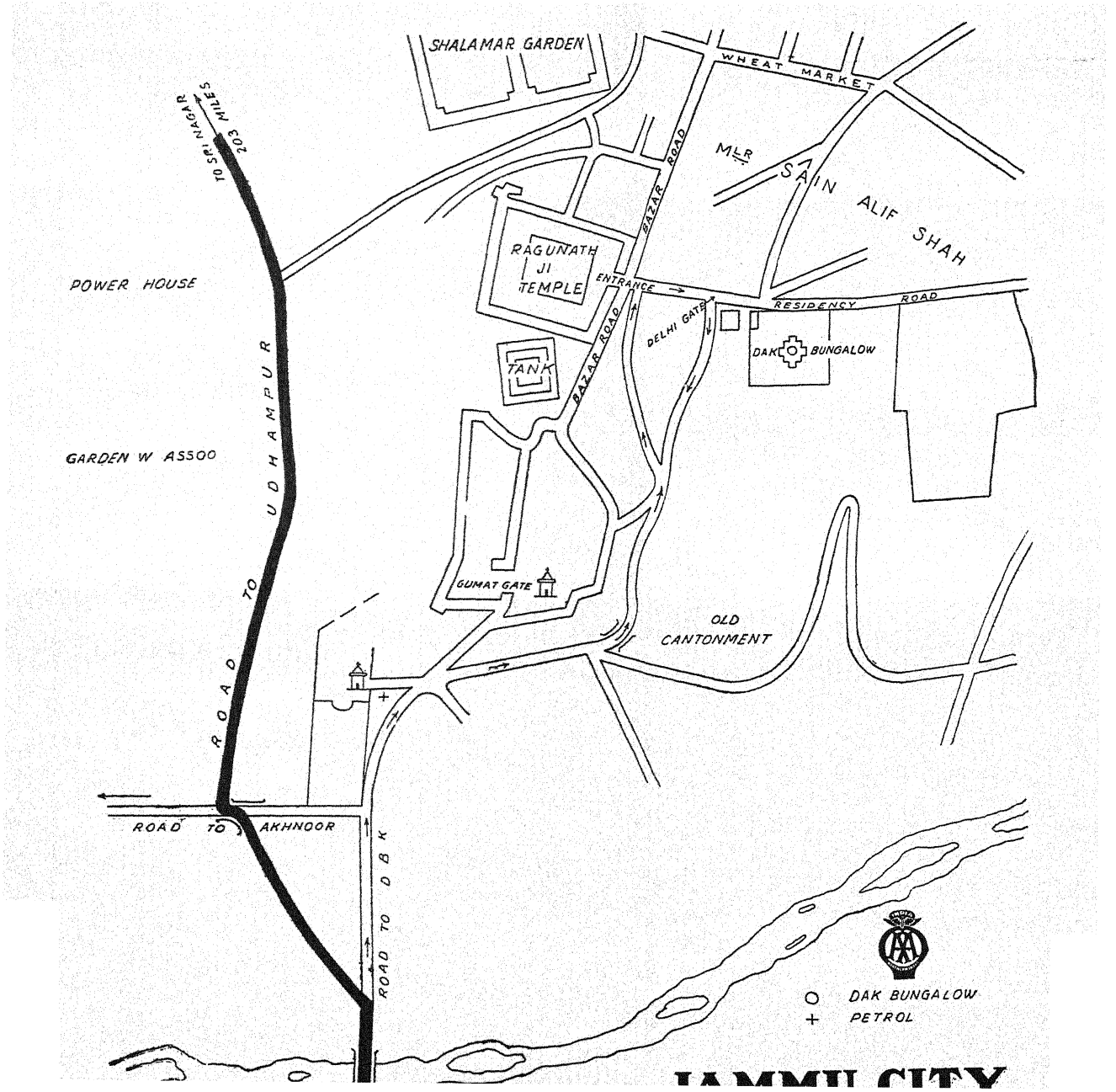
Distances.—Arifwala 18m, Sheikh Fazal 30m, Pak Pattan 38m, Montgomery 45m, Lahore 148m ;

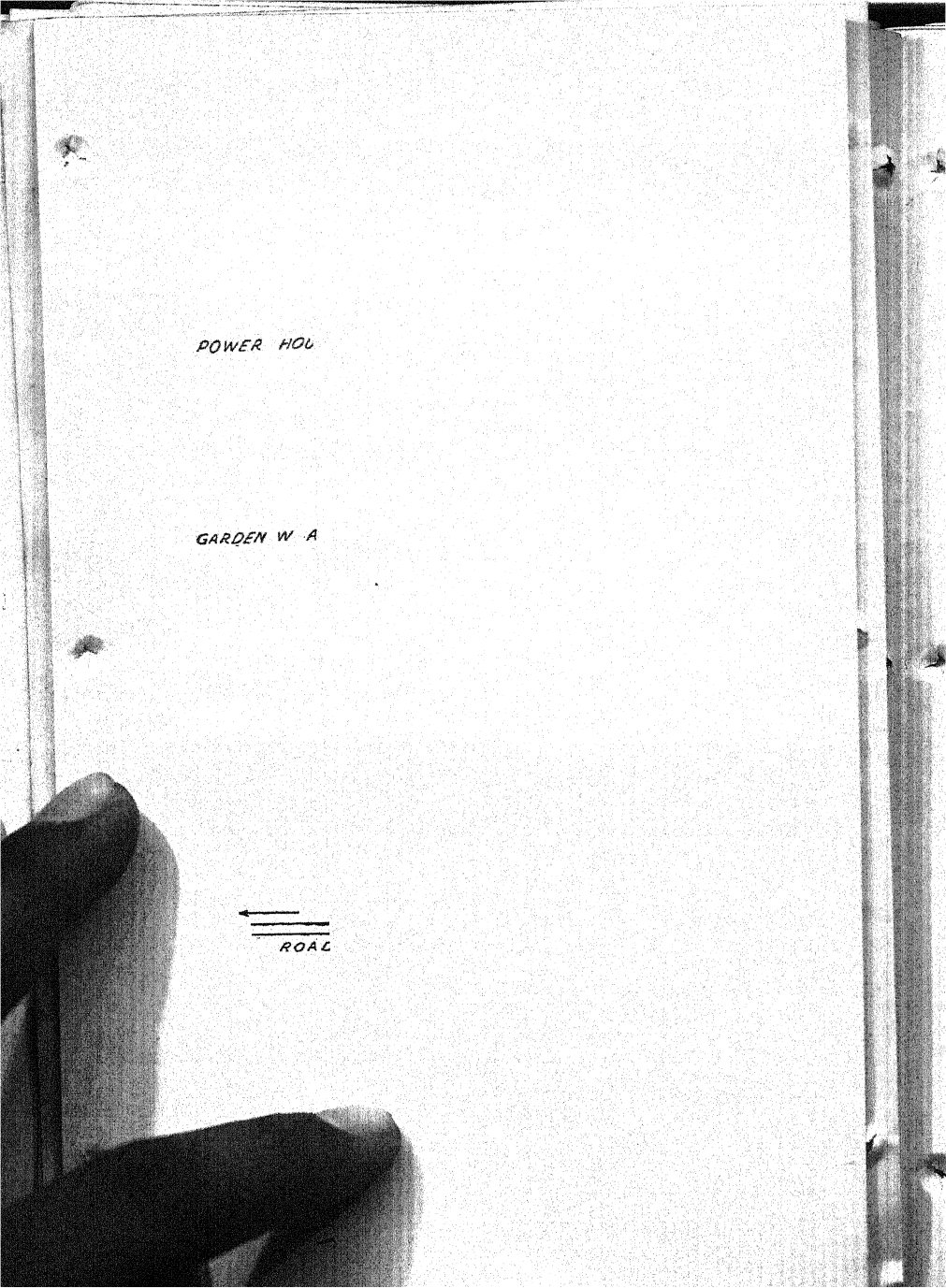
RS Mana (11m).

JAMPUR, Dist. Dera Ghazi Khan, Pb ; Pop 9,430 ;

Distances.—Dajal 15m, D. G. Khan 30m, Rajanpur 41m, Ghazi Ghat 50m ;

RH ; RS Ghazi Ghat ;


SHALAMAR GARDEN
WHEAT MARKET
TO SRI NAGAR
203 MILES
M.L.R.
SAIN ALIF SHAH
BAZAR ROAD
RAGUNATH JI TEMPLE
ENTRANCE
RESIDENCY ROAD
POWER HOUSE
DELHI GATE
DAK BUNGALOW
TANK
BAZAR ROAD
GARDEN W ASSOO
ROAD TO UDHAMPUR
GUMAT GATE
OLD CANTONMENT
ROAD TO AKHNOOR
ROAD TO O B K
DAK BUNGALOW
PETROL
JAMMU CITY


POWER HOU
GARDEN W A
ROAD

JAND, Dist. Attock, Pb;

Distances.—Khushalgarh 7m, Pindi Gheb 21m Kohat 38m, Cambellpore (Civ. Dist. Hd. Qrs.) 47m, Rawalpindi 64m ;

DBK ; RST ; PTO ; Disp.

JANI KHEL, Dist. Bannu, N.-W.F.P. ;

Distances.—Bannu 16m,

RH ; RS Bannu.

JARANWALA, Dist. Lyallpur, Pb ; M ; Pop 7,320 ;

Distances.—Lyallpur 22m, Chak Jhumra 23m, Chiniot 39m, Sharakpore 45m, Lahore 65m ;

Pet (Chak Jhumra Road and Lyallpur-Lahore Road) ; DBK ; RS ; PTO ; Disp.

JAWALAMUKHI, Dist. Kangra, Pb ;

Distances.—Nadaun 7m, Dera Gopipur 8m, Ranital 13m ;

RH ; RS Jawalamukhi Road ; PTO ; Disp.

JHAJJAR, Kashmir State, Pb ;

Distances.—Jammu 20m, Udhampur 20m, Srinagar 183m ;

DB ; RS Jammu.

JHAJJAR, Dist. Rohtak, Pb; M; Pop 12,232 ;

Distances.—Bahadurgarh 18m, Rohtak 21m, Delhi, 33m, Bhiwani 49m, Hissar 79m ;

RH ; RS Bahadurgarh ; PTO ; Disp.

JHANG, Dist. Jhang, Pb ; M ; Pop 36,035 ;

Distances.—Gojra 22m, Toba Tek Singh 24m, Bhawana 30m, Shorkot 32m, Lyallpur 48m. Chiniot 54m, Lahore 135m;

RH ; RS ; PO & TO ; Disp.

JHELUM, Dist. Jhelum, Pb ; M & Cantt : Pop 23,499 ;

Distances.—Sohawa 25m, Gujrat 32m, Pind Dadan Khan 53m, Rawalpindi 66m, Lahore 104m ;
Pet (G. T. Road and Cantt.) ; DBK ; RSR ; PTO ; Disp ;

Club.—
Jhelum Club.

JIND, Jind State, Pop 11,699 ;

Distances.—Gohana 24m, Safidon 24m, Hansi 28m, Maham 30m, Panipat 42m, Hissar 46m, Sonepat 46m, Delhi *via* Bohtak 90m. Ambala 110m ;
RSR ; PO & TO.

JOGINDERNAGAR, Mandi State, Pop 5,963 ;
Elevation 5,578′ a.s.l.

Distances.—Palampur 18m, Mandi 35m, Kangra 46m, Dharamsala 50m, Pathankot 93m, Kulu 80m, Lahore 195m ;
RS (K. V. Ry.) ; PTO ; Disp.

JOYA, Dist. Multan, Pb ;

Distances.—Sheikh Fazal 25m, Chichawatni 41m, Tibba 61m, Montgomery *via* Arifwala 61m, Multan *via* Tibba 91m, Mandi Burewala 10m ;
RS Mandi Burewala ; PO.

JULLUNDUR, Dist. Jullundur, Pb ; M & Cantt ; Pop 89,030 ;

Distances.—Kapurthala 11m, Nakodar 15m, Phagwara 15m, Beas 23m, Tanda Urmar 24m, Hoshiarpur 25m, Phillaur 29m, Amritsar 51m, Lahore 86m, Delhi 231m ; Pet ; R ; RST ; PTO ; Hosp ;

Registered Garage :—
Naraindas & Co., Ltd.

Club :—
Jullundur Club.



JUTOGH, Dist. Simla, Pb ; Cantt ; Pop 470 ;

Distances.—Simla 2m, Ambala 94m ;
RS ; PTO.

KABIRWALA, Dist. Multan, Pb ;

Distances.—Khanewal 8m, Serai Sidhu 15m, Multan 28m, Muzaffargarh 49m, Montgomery 83m, Lahore 186m ; RH ; RSR Khanewal ; PO ; Disp.

KABULAH (QABULA), Dist. Montgomery, Pb ;

Distances.—Arifwala 8m, Pakpattan 28m, Montgomery 35m, Lahore 138m ;
RH ; RS Arifwala ; PO.

KAHNA NAU, Dist. Lahore, Pb ;

Distances.—Kahna Kachha 4m, Lahore 15m, Kasur 19m, Ferozepore 35m ;
RH ; RS Kahna Kachha ; PO ; Disp.

KAHROR, Dist. Multan, Pb ;

Distances.—Dunyapore 15m, Tibba 47m, Multan 51m, Montgomery 149m, Lahore *via* Arifwala 252m ;
RS ; PO ; Disp.

KAHROR (KAHROR LAL), Dist. Muzaffargarh, Pb ; M ; Pop 3,491 ;

Distances.—Bhakkar 27m, Muzaffargarh 84m, Lahore *via* Leiah and Jhang 242m ;
RH ; RS ; PTO ; Disp.

KAHUTA, Dist. Rawalpindi, Pb ;

Distances.—Mandra 18m, Rawalpindi 22m, Jhelum 64m ; RH ; RS Sihala ; PTO ; Disp.

KAITHAL, Dist. Karnal, Pb ; M ; Pop 19,418 ;

Distances.—Pundri 10m, Pehowa 17m, Jind 37m, Karnal 39m, Delhi 113m ;
RH ; RS ; PTO ; Disp.

KALA AMB, Dist. Ambala, Pb ;

Distances.—Naraingarh 6m, Sadhaura 10m, Nahan 11m, Barara 28m, Ambala 33m, Delhi 153m ;
RS Barara.

KALANAUR, Dist. Rohtak, Pb ;

Distances.—Rohtak 13m, Bhiwani 15m ;
RH ; RS Rohtak ; PTO ; Disp.

KALKA, Dist. Ambala, Pb ; Pop 7,937 ;
Elevation 2,165′ a.s.l.

Distances.—Dharampore 15m, Ambala 38m, Simla 54m, Delhi 158m, Lahore *via* Kurali Sirhind 214m, Lahore *via* Ambala and Amritsar 235m ;
Pet ; RH ; RSR ; PTO ; Disp.

KALLAR KAHAR, Dist. Jhelum, Pb ;

Distances.—Chakwal 13m, Choa Saidan Shah 18m, Rawalpindi 72m, Jhelum *via* Chakwal 81m ;
RH ; RS Chakwal ; Disp.

KAMALIA, Dist. Lyallpur, Pb ; M ; Pop 13,220 ;

Distances.—Chichawatni 12m, Toba Tek Singh 20m, Sheikh Fazal 28m, Mian Channu 33m, Montgomery 38m, Jhang 44m, Lyallpur 67m, Lahore 141m ;
RH ; RS (2m) ; PTO : Disp.

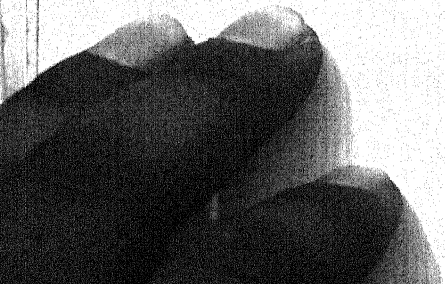
KANGRA, Dist. Kangra, Pb ; (Civ. Dist. Hd. Qrs. at Dharamsala).

Distances.—Mataur 4m, Dharamsala 12m, Palampur 28m, Jogindernagar 46m, Pathankot 54m, Dalhousie 99m, Lahore 157m ;
Pet (G. T. Road) ; DB ; RS (K. V. Ry.) ; PTO ; Disp.

KAPURTHALA, Kapurthala State, Pb ; M ; Pop 20,210 ;

Distances.—Jullundur 11m, Sultanpur 16m, Lahore 78m ;
Pet (Taxi Stand, City) ; RS ; PTO ; Hosp.

KARNAL
SCALE OF MILES
0 ½ 1
O- DAK BUNGALOW
X- P PUMP
TO AMBALA
TO AMBALA 46 MILES
WESTERN JUMNA CANAL
D.U.K.RY
G.T.ROAD
FROM KAITHAL
DAIRY FARM
POLICE LINES
CHURCH
DISTRICT COURTS
HOSPITAL
P.W.D REST HOUSE
CANAL REST HOUSE
THANA
STN
D.B
CLUB
TEHSIL
TO
FROM DELHI
TO DELHI 74 MILES



KARACHI, Dist. Karachi, Sind ; M & Cantt ; Pop 263,565 ;
Pet ; R ; RSR ; PO & TO : Hosp ;

Registered Garage :—
J. Tyler, McLeod and Victoria Roads :

Hotels :—

1. Bristol Hotel, Sunny Side Road, (A. A. N I. Registered Hotel).
 TA Bristol, Tele 580, 30b ; H & C ; WY ; GA ;
 Tariff :—Single from Rs. 9 p.d. Double from Rs. 16 p.d.
2. Carlton Hotel, Bonus Road.
 TA Carlton, Tele 356, 43b ; WY ; GA ;
 Tariff :—Single Rs. 9 p.d., Rs. 200 p.m.
3. Killarney Hotel.
 TA Killarney, Tele 862, 50b ; H & C ; WY ; GA ;
 Tariff :—Rs. 10 to Rs. 15 p.d.
4. North-Western Hotel, Beaumont Road,
 TA Western, Tele 456, 45b ; WY ; GA ;
 Tariff :—Rs. 6 to Rs. 8 p.d.

Clubs :—
Karachi Gymkhana,
Karachi Muslim Gymkhana,
Karachi Yacht Club,
Sind Club,
Karachi Aero Club.

KARNAL, Dist. Karnal, Pb ; M ; Pop 26,610 ;
Distances.—Thanesar 20m, Panipat 22m, Shamli 27m, Kaithal 39m, Ambala 46m, Muzaffargarh 51m, Delhi 74m, Lahore 243m ;
Pet (Zailgarh Compound) ; DBK ; RST ; PTO ; Hosp.

KARTARPUR, Dist. Jullundur, Pb ; M ; Pop 9,878 ;
Distances.—Kapurthala 8m, Jullundur 10m, Beas 13m, Sultanpur 24m, Amritsar 41m ;
RH ; RS ; PTO ; Disp.

KASAULI, Dist. Ambala, Pb ; Cantt ; Pop 2,852 ;

Distances.—Dharampore 7m, Kalka 22m, Simla 46m, Delhi 180m ; Lahore *via* Ambala 257m ;

DB ; RST Dharampore ; PTO ; Hosp ; Pasteur Anti-Rabic Institute and Central Research Institute of India ;

Hotels :—

Grand and Kasauli Hotels,
TA Grand 40b, April to October ;
Tariff :—Single Rs. 9 p.d., Rs. 225 to 240 p.m.
Double Rs. 18 p.d., Rs. 425 to 450 p.m.

Club :—

Kasauli Club.

KASUR, Dist. Lahore, Pb ; M ; Pop 46,815 ;

Distances.—Ferozepore 16m, Lahore 34m, Changa Manga 42m, Ludhiana 92m ;

Pet (Lulliana Tonga Stand and Lahore Taxi Stand) ; RH ; RST ; PTO ; Disp.

KATHWAI, Dist. Shahpur, Pb ;

Distances.—Khushab 17m, Shahpur 25m, Sargodha 44m, Lahore 150m ;

RSR Khushab.

KHAIRABAD, (See Kund).

KHAIRUKHEL, Dist. Bannu, N.-W.F.P.

Distances.—Lakki 25m, Serai Naurang 29m, Tank 32m, Bannu 44m ;

RSR Laki Marwat.

KHANABAL, Kashmir State ;
Elevation 5,235′ a.s.l.

Distances.—Qazi Gund 11m, Srinagar 32m, Jammu 171m ;

RS Jammu ; PTO.

KHANEWAL, Dist. Multan, Pb ; Pop 11,205 ;
Distances.—Kabirwala 8m, Multan 36m, Tibba 40m, Behari 41m, Montgomery 75m, Lahore 172m ; Pet (Service Road) ; DBK ; RSR ; PTO ; Disp ;
Club :—Khanewal Club.

KHANGAH DOGRAN, Dist. Sheikhupura, Pb ;
Distances.—Sukheki 5m, Chuharkana 14m, Pindi Bhattian 20m, Sheikhupura 24m ;
RH ; RS Sukheki ; PTO ; Disp.

KHANNA (KHANNA KALAN), Dist. Ludhiana, Pb ; Pop 6,555 ;
Distances.—Samrala 9m, Sirhind 12m, Nabha 26m, Ludhiana 27m, Ambala 47m, Lahore 150m, Delhi, 167m ;
Pet (G. T. Road) ; RH ; RS ; PTO ; Disp.

KHAR, Dist. Dera Ghazi Khan, Pb ;
Distances.—Port Munro 3m, Sakhi Sarwar 27m, Dera Ghazi Khan 48m, Muzaffargarh 87m ;
RH ; RS Ghazi Ghat.

KHARAR, Dist. Ambala, Pb ;
Distances.—Kurali 7m, Rupar 17m, Sirhind 20m, Kalka 26m, Ambala 31m ;
RH ; RS Kurali ; PTO ; Disp.

KHARIAN, Dist. Gujrat, Pb ;
Distances.—Lala Musa 10m, Jhelum 12m, Gujrat 20m ;
RH ; RS ; PTO ; Disp.

KHAR KHAUDA, Dist. Rohtak, Pb ;
Distances.—Sonepat 10m, Rohtak 20m, Delhi *via* Sonepat 37m ;
RH ; RS Sonepat ; PTO ; Disp.

KHAUR, Dist. Attock, Pb ;
Distances.—Fatehjang 27m, Cambellpore 52m, Rawalpindi 53m, Hasan Abdal 53m, Attock 67m ;
RH ; RS Fatehjang ; PTO.

KHEWRA, Dist. Jhelum, Pb ;

Distances.—Pind Dadan Khan 6m, Choa Saidan Shah 9m, Kalar Kahar 27m, Chakwal 28m ;
DBK ; RS Pind Dadan Khan ; PTO.

KHUSHAB, Dist. Shahpur, Pb ; M ; Pop 14,194 ;

Distances.—Shahpur 8m, Kathwai 17m, Sargodha (Civ. Dist. Hd. Qrs.) 27m, Lahore 133m ;
Pet (Rly. Stn. Road) ; DBK ; RSR ; PTO ; Disp.

KHUSHALGARH, Dist. Kohat, N.-W.F.P. ;

Distances.—Jhang 7m, Pindi Gheb 28m, Kohat 31m, Fatehjang 45m, Peshawar *via* Kohat 71m, Rawalpindi 71m ;
RH ; RS ; PO.

KILA SAIFULLAH, Baluchistan ;
Elevation 5,084′ a.s.l.

Distances.—Quetta 117m; Hindubagh 41m, Fort Sandeman 91m ;
RS ; PTO ; Disp ;

KOHALA, Kashmir State, Pb ;
Elevation 1,923′ a.s.l.

Distances.—Domel 21m, Sunnybank 25m, Rawalpindi 64m, Srinagar 131m, Lahore 234m ;
Pet (Murree-Kohala Road near River Bridge) ;
DBK ; RSR Rawalpindi ; PTO ;
Customs Post for Kashmir State.

KOHAT, Dist. Kohat, N.-W.F.P. ; M & Cantt ; Pop 29,600 ;
Elevation 1,725′ a.s.l.

Distances.—Hangu 25m, Peshawar 40m, Thal 61m, Bannu 79m, Rawalpindi 102m, Dargai 107m, Peshawar 114m ;
Pet ; R ; DBK ; RSR ; PTO ; Hosp.

KOT CHUTTA, Dist. Dera Ghazi Khan, Pb; Pop 2,619,

Distances.—Dera Ghazi Khan 12m, Jampur 18m, Ghazi Ghat 31m, Sakhi Sarwar 33m;
RH ; RS Ghazi Ghat ; PTO ; Disp.

KOT ISA KHAN, Dist. Ferozepore ; Pb ;

Distances.—Moga 9m, Harike 20m, Jagraon 25m, Lahore 77m ;
DBK ; RS Moga ; PO ; Disp.

KOT KAPURA, Faridkot State, Pb ; Pop 16,502 ;

Distances.—Faridkot 7m, Jaito 10m, Muktsar 21m, Ferozepore 28m, Moga 30m, Ludhiana 71m, Lahore 78m, Delhi *via* Ludhiana 265m ;
Pet (Rly. Stn. Road) ; R ; RH ; RS ; PTO.

KOTLA, Dist. Kangra, Pb ;
Elevation 1,713′ a.s.l.

Distances.—Shahpur 11m, Nurpur 13m, Pathankot 29m, Palampur 45m ;
DBK ; RS Pathankot ; PO ; Disp.

KOT MOMAN, Dist. Shahpur, Pb ;

Distances.—Bhagtanwala 10m, Bhalwal 10m ;
RH ; RS Bhalwal ; PTO ; Disp.

KUD, Kashmir State ;
Elevation 5,852′ a.s.l.

Distances.—Batote 12m, Udhampur 25m, Jammu 66m, Srinagar 137m, Lahore 172m ;
DBK ; RS Jammu ; PO.

KULACHI, Dist. Dera Ismail Khan, N.-W.F.P. ; Pop 8,425 ;

Distances.—Hathala 11m, Luni Post 11m, Rori 11m, D. I. Khan 32m, Bannu 103m ;
RH ; RS Darya Khan ; PTO ; Hosp.

KULU (See Sultanpur, Kulu).

KUND (KHAIRABAD KUND), Dist Peshawar, N.-W.F.P.

Distances.—Attock 9m, Nowshera 11m, Swabi 21m, Topi 32m, Peshawar 38m ;
RH ; RS Khairabad Kund ; PTO.

KURALI, Dist. Ambala, Pb ;

Distances.—Rupar 10m, Sirhind 20m, Ambala 38m, Lahore 182m ;
RH ; RS ; PTO.

KUZ SERAI, Dist. Shahpur, Pb ;

Distances.—Shahpur 25m, Sargodha 44m ;
RSR Khushab.

LACHI, Dist. Kohat, N.-W.F.P. ;

Distances.—Kohat 18m, Peshawar 58m, Bannu 61m. Thal 79m, Rawalpindi 120m ;
RH ; RSR Kohat ; PTO.

LADWA, Dist. Karnal, Pb ;

Distances.—Pipli 9m, Karnal 29m, Delhi 103m, Lahore 232m ;
RH ; RS Thanesar ; PO ; Disp.

LAHORE, Dist. Lahore, Pb ; M & Cantt ; Pop 429,747 ; Elevation 870′ a.s.l., Annual mean rainfall 14·31″ ;

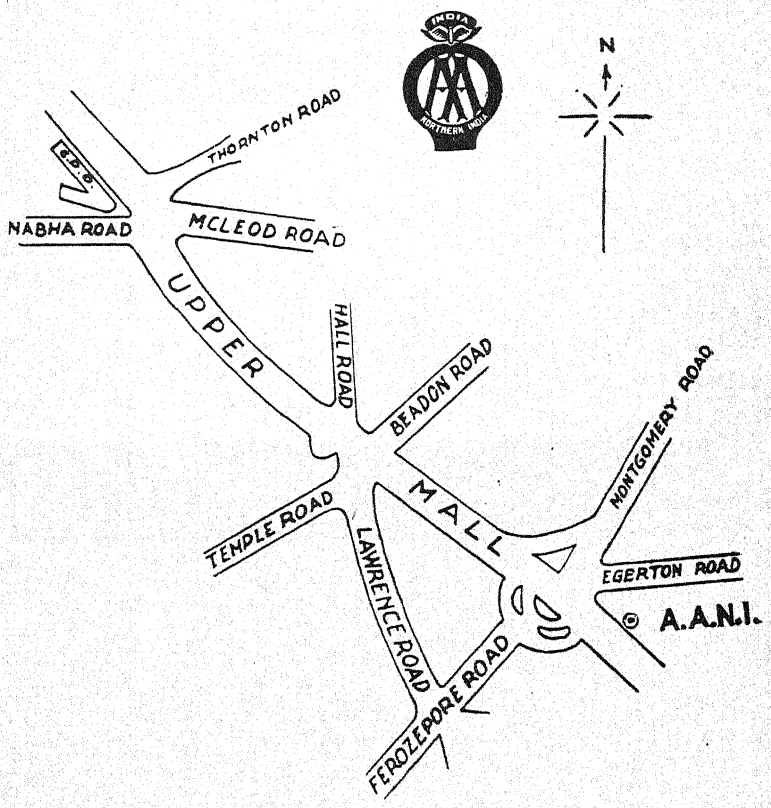
Distances.—Amritsar 35m, Gujranwala 42m, Ferozepore 50m, Jullundur 86m, Montgomery 103m, Pathankot 103m, Jhelum 104m, Jammu 106m, Sargodha 106m, Ludhiana 123m, Dalhousie 155m, Rawalpindi 170m, Ambala 197m, Multan 214m, Peshawar 271m, Srinagar 309m, Delhi *via* Amritsar 317m, Quetta 644m ; Pet ; R ; RSR ; PO & TO ; Hosp.

Registered Garages :—

1. Ghulam Hussain & Co., 29-a, McLeod Road.

THE MALL, LAHORE

SHOWS LOCATION OF AUTOMOBILE ASSOCIATION OF NORTHERN INDIA HEADQUARTERS





2. Maira Bros., 56, The Mall.
3. Naraindas & Co., Ltd., The Mall.
4. Paris Motor Co., The Mall ;

Hotels :—

1. Falleti's Hotel, Egerton Road,
 TA Falletis, Tele 3392, 76b ; WY ; GA ;
 Trariff :—Single from Rs. 11 p.d.
 Double from Rs. 20 p.d.
2. Nedou's Hotel, The Mall,
 TA Nedou, Tele 2019, 84b ; WY ; GA ;
 Tariff :—Single Rs. 10 to Rs. 11 p.d. Special terms to commercial travellers.
3. Sunny View Hotel, Kashmir House,
 TA Sunnyview, Tele 2327, 41b ; WY ; GA ;
 Tariff :—Single Rs. 9 p.d., Rs. 240 p.m.
 Double Rs. 18 p.d., Rs. 500 p.m.
4. Braganza and Sons Hotel, Opposite Railway Station,
 TA Braganza Hotel, Tele 3659, 40b ; WY ; GA ;
 Tariff :—Single Rs. 6 to Rs. 9 p.d.

Clubs :—

Punjab Club.
Lahore Gymkhana.
Lahore Race Club.
Commercial Gymkhana.
Cosmopolitan Club.
Northern India Flying Club.
Punjab Association Club.
Murray Club (Cantt.).
Roberts Volunteer Club.

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LAKKI (LAKKI MARWAT), Dist. Bannu, N.-W.F.P.; Pop 7,703 ;

Distances.—Bannu 33m, Kohat 112m, Peshawar 152m ;
RH ; RSR ; PTO ; Hosp.

LALA MUSA, Dist. Gujrat, Pb ;

Distances.—Gujrat 10m, Jhelum 22m, Jammu 72m, Lahore 82m, Rawalpindi 88m, Delhi 399m ;
Pet (G. T. Road) ; RH ; RSR ; PTO.

LALIAN, Dist. Jhang, Pb ; Pop 3,216 ;

Distances.—Chiniot 14m, Sargodha 18m, Jhang 68m, Lahore 102m ;
RS ; PO & TO ; Disp.

LANDI KOTAL, Khyber Agency, N.-W.F.P.;

Distances.—Jamrud 20m, Peshawar 29m, Charsadda 49m, Kohat 69m, Lahore 300m ;
Pet (Road to Landi Khana) ; RH ; RST ; PO & TO ; Disp.

LAPOKE (LOPOKE), Dist. Amritsar ;

Distances.—Atari 8m, Ajnala 12m, Amritsar 16m, Lahore 28m, Eminabad 33m ;
DBK ; RS Atari ; Disp,

LORALAI, Baluchistan ;
RS ; PTO ; Disp.

LARJI, Mandi State ;
Elevation 3,100′ a.s.l.

Distances.—Sultanpur (Kulu) 21m, Mandi 24m, Manali 45m, Jogindernagar 59m ;
RH ; RS Jogindernagar ; PO.

LEIAH, Dist. Muzaffargarh, Pb ; M ; Pop 9,578 ;

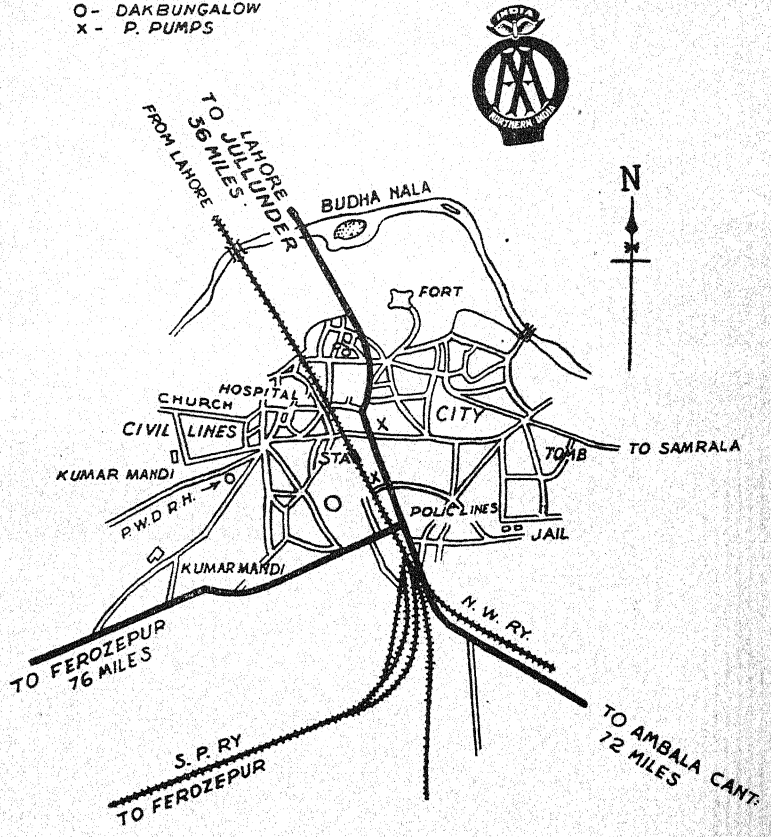
Distances.—Karor 17m, Daira Din Panah 27m ; Nawan Kot 37m, Muzaffargarh 67m, Atharan Hazari 72m ;
RH ; RS ; PTO ; Disp.

LUDHIANA

SCALE OF MILES

0 1/2 1

O- DAKBUNGALOW
X- P. PUMPS





LODHRAN, Dist. Multan, Pb ;

Distances.—Bahawalpur 9m, Basti Malik 23m, Jalalpur 28m, Multan 47m, Khanewal 83m ;
RH ; RSR ; PTO ; Disp.

LUDHIANA, Dist. Ludhiana, Pb ; M ; Pop 68,586.

Distances.—Jullundur 36m, Sangrur 47m, Ambala 72m, Ferozepore 76m, Amritsar 88m, Lahore 123m, Delhi 194m ;

Pet (G. T. Road) ; R ; DBK ; RSR ; PTO ; Hosp ;

Registered Garage :—D. Khushi Ram and Sons.

LUNI POST, Dist. Dera Ismail Khan, N.-W.F.P.;

Distances.—Kulachi 11m, Daraban 18m, Tank 30m, Dera Ismail Khan 43m, Bannu 132m ;
RH.

LYALLPUR, Dist. Lyallpur, Pb ; M ; Pop 42,922 ;

Distances.—Chiniot 22m, Jaranwala 22m, Bhawana 29m, Samundri 30m, Gojra 31m, Tandlianwala 35m, Jhang 48m, Lahore 87m ;
Pet ; R ; DBK ; RSR ; PTO ; Disp ;

Registered Garage.—Lyallpur Automobile Co., Circular Road ;

Club :—Chenab Club.

MACH, Baluchistan ;
Elevation 3,246′ ;

Distances.—Gokurth 27m, Quetta 41m, Sibi 62m ;
RSR ; PO ; TO ; Disp.

MACHIWAL, Dist. Jhang, Pb ;

Distances.—Gojra 11m, Jhang 15m, Sarshamir 17m, Toba Tek Singh 27m, Lyallpur 33m ;
RH ; RS Gojra ; Disp.

MAHAM (MEHAM), Dist. Rohtak, Pb ; Pop 9,079 ;

Distances.—Bhiwani 15m, Rohtak 18m, Hansi 23m, Gohana 27m, Jind 30m, Hissar 40m, Delhi 60m ;
RH ; RS Rohtak ; Disp.

MAHARAJKE, Dist. Sialkot, Pb ;
Distances.—Sialkot 12m, Zafarwal 12m ;
RH ; RST Sialkot ; PO.

MAILSI, Dist. Multan, Pb ;
Distances.—Tibba 21m, Islam Weir 29m, Dunyapore 33m, Multan 51m, Khanewal 61m, Montgomery *via* Tibba 123m.

MAJITHA, Dist. Amritsar, Pb ; Pop 6,709 ;
Distances.—Amritsar 8m,
RH ; RS ; PTO ; Disp.

MAKHU, Dist. Ferozepore, Pb ;
Distances.—Sultanpur 17m, Ferozepore 28m, Kapurthala 33m ;
RH ; RS ; PO & TO ; Disp.

MALAKAND, Malakand Agency, N.-W.F.P. ;
Distances.—Dargai 6m, Peshawar *via* Charsadda 68m, Rawalpindi 120m ;
Pet (Opposite Fort Gate) ; RH ; RS Dargai ; Hosp.

MALAKWAL, Dist. Gujrat, Pb ; Pop 4,034 ;
Distances.—Bhera 19m, Rasul 24m, Shahpur 48m, Jhelum *via* Dinga 60m, Lahore *via* Gujrat 128m ; Rawalpindi 128m ;
RH ; RSR ; PTO.

MALAUT, Dist. Ferozepore, Pb ;
Distances.—Abohar 17m, Muktsar 19m, Dabwali 26m, Fazilka 32m, Ferozepore 50m, Lahore 100m, Delhi 215m ;
RH ; RS ; PTO ; Disp.

MALERKOTLA, Malerkotla State, Pb ; M & Cantt ; Pop 25,240 ;
Distances.—Nabha 19m, Sangrur 19m, Raikot 20m ; Ludhiana 28m, Patiala 36m, Lahore 151m, Delhi 190m ;
RS ; PTO.

MANALI, Dist. Kangra, Pb ;
Distances.—Nagar 12m, Sultanpur (Kulu) 24m, Mandi 69m, Pathankot 196m, Lahore 299m ; DB ; RS Jogindernagar ; PTO.

MANANWALA (MANAHWALA) ; Dist. Sheikhupura, Pb ;
Distances.—Nankana Sahib 10m, Shahkot 12m, Mangtanwala 20m, Sheikhupura 22m ; Chak Jhumra 30m, Lahore 46m ;
DBK ; RS Nankana Sahib ; PO ; Disp.

MANDHOLI, Dist. Hissar, Pb ;
Distances.—Jhunpa 10m, Loharu 24m, Bhiwani 60m, Rohtak 88m ; Delhi 130m ;
RS Jhunpa.

MANDI BAHAUDDIN (See Pindi Bahauddin) ;

MANDI (MANDI NAGAR), Mandi State, Pb ; M ; Pop 7,538 ;
Elevation 2,500′ a.s.l. ;
Distances.—Jogindernagar 35m, Sultanpur (Kulu) 45m, Pathankot 127m, Lahore 230m ;
Pet (Chowk Opp. Court) ; R ; RS Jogindernagar ; PTO ; Toll, Re. 1 at Victoria Bridge ;
Registered Garage :—Imperial Motor Service.

MANDRA, Dist. Rawalpindi, Pb ;
Distances.—Gujar Khan 9m, Kahuta 18m, Rawalpindi 20m, Lachman Pattan 38m, Chakwal 39m ; Pet (G. T. Road) ; RH ; RSR ; PTO.

MANGTANWALA, Dist. Sheikhupura, Pb ;
Distances.—Nankana Sahib 10m, Sharakpur 18m, Jaranwala 27m, Sheikhupura 36m, Lahore 38m ; RH ; RSR Nankana Sahib ; PTO ; Disp.

MANSEHRA, Dist. Hazara, N.-W.F.P. ; Pop 5,780 ; Elevation 3,350′ a.s.l. ;
Distances.—Abbottabad (Civ. Dist. Hd. Qrs.) 16m, Havelian 25½m, Dunga Gali 34m, Campbellpore 61m, Rawalpindi 89m, Peshawar 134m, Lahore 259m ; Pet (Kashmir Road & Mansehra Bazar) ; DK ; RSR Havelian ; PTO ; Hosp.

MARDAN, Dist. Peshawar, N.-W.F.P.; Pop 25,532;
Distances.—Nowshera 15m, Charsadda 17m, Dargai 15m, Swabi 30m, Peshawar 37m;
Pet; RH; RS; PTO; Hosp.

MEERUT, Dist. Meerut, U. P; M & Cantt.; Pop 136,709;
Distances.—Ghaziabad 27m, Baghpat 30m, Muzaffarnagar 33m, Sonepat 42m, Delhi 38m, Lahore *via* Saharanpur 363m;
Pet; RST; PO & TO; Hosp.

MIAN CHANNU, Dist. Multan, Pb;
Distances.—Abdul Hakim 16m, Chichawatni 21m, Khanewal 28m, Montgomery 47m, Lahore 150m;
RH; RS; PTO; Disp.

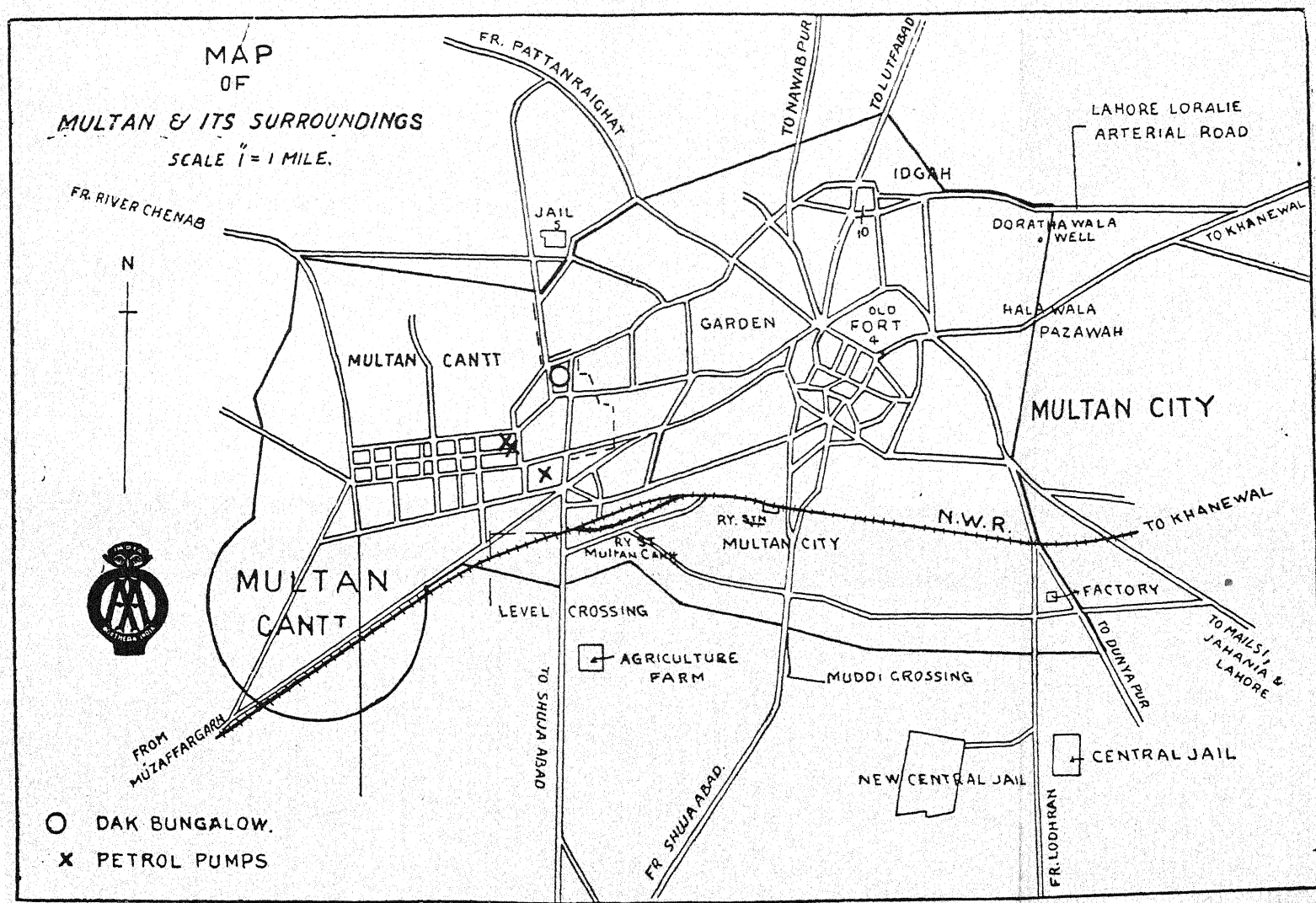
MIANWALI, Dist. Mianwali, Pb.; M; Pop 15,412;
Distances.—Gunjal 29m, Khushab 56m., Lahore 189m;
DBK; RS; PTO; Hosp.

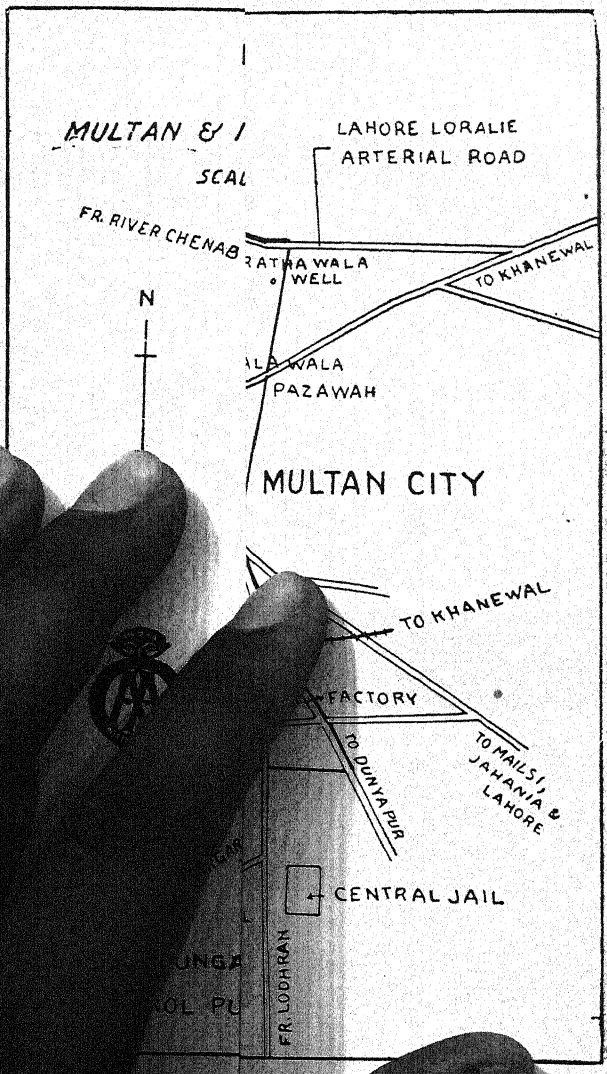
MICHNI, Dist. Peshawar, N.-W.F.P.;
Distances.—Peshawar 14m, Abazai 16m,
RH; RSR Peshawar;
(Ferry for cars except during floods.)

MIRAK, Dist. Dera Ismail Khan, N.-W.F.P.;
Distances.—Dera Ismail Khan 32m, Darabar 39m, Darya Khan 44m;
RS Darya Khan.

MIRANSHAH, Dist. Bannu, N.-W.F.P.;
Distances.—Idak 11m., Bannu 37m, Thal 49m, Kohat 116m, Peshawar 156m;
Pet (Opp. P. A. Office); RH; RS Bannu; PTO; Hosp.

MITHANKOT, Dist. Dera Ghazi Khan, Pb; M; Pop 2,680;
Distances.—Rajanpur 10m, Jampur 51m, Dera Ghazi Khan 81m, Ghazi Ghat 100m;
RH; RS Ghazi Ghat; PTO.


MAP
OF
MULTAN & ITS SURROUNDINGS
SCALE 1" = 1 MILE.
FR. PATTANRAIGHAT
TO NAWAB PUR
TO LUTFABAD
LAHORE LORALIE
ARTERIAL ROAD
IDGAH
FR. RIVER CHENAB
JAIL
DORATHA WALA WELL
TO KHANEWAL
N
GARDEN
OLD FORT
HALA WALA PAZAWAH
MULTAN CANTT
MULTAN CITY
N.W.R.
TO KHANEWAL
RY. STN MULTAN CITY
RY ST Multan Cantt
MULTAN CANTT
FACTORY
LEVEL CROSSING
AGRICULTURE FARM
TO DUNYA PUR
TO MAILSI, JAHANIA & LAHORE
MUDDI CROSSING
TO SHUJA ABAD
FROM MUZAFFARGARH
NEW CENTRAL JAIL
CENTRAL JAIL
FR SHUJA ABAD.
FR. LODHRAN
O DAK BUNGALOW.
X PETROL PUMPS


MULTAN &
SCAL
LAHORE LORALIE
ARTERIAL ROAD
FR. RIVER CHENAB
WELL
TO KHANEWAL
N
PAZAWAH
MULTAN CITY
TO KHANEWAL
FACTORY
TO DUNYA PUR
TO MAILSI,
JAHANIA &
LAHORE
CENTRAL JAIL
FR. LODHRAN

MOGA, Dist. Ferozepore, Pb ; M. ; Pop 17,581 ;

Distances.—Kot Kapura 30m, Ferozepore 35m, Ludhiana 41m, Lahore 85m, Ambala, 115m ;
Pet ; RH ; RS ; PTO ; Disp.

MONG (See Rasul).

MONTGOMERY, Dist. Montgomery, Pb ; M ; Pop 26,164 ;

Distances.—Chichawatni 26m, Arifwala 27m, Pakpattan 27m, Mian Channu 47m, Jhang 82m, Lahore 103m, Multan 111m ;
Pet (Taxi Stand outside Dipalpur Bazar and High Street) ; R ; DBK ; RSR ; PTO ; Hosp ;

Registered Garage :—
Gupta Brothers ;

Clubs :—
Montgomery Gymkhana Race Club.
Sahiwal Club.

MUKERIAN, Dist. Hoshiarpur, Pb ;

Distances.—Dasuya 10m, Gurdaspur 15m, Hoshiarpur 36m, Jullundur 43m ;
RH ; RS ; PTO ; Disp.

MUKTSAR, Dist. Ferozepore, Pb ; M ; Pop 14,839 ;

Distances.—Malaut 19m, Kot Kapura 21m, Ferozepore 31m, Moga 51m, Lahore 81m, Ludhiana 92m, Delhi *via* Moga 286m ;
DBK ; RS ; PTO ; Disp.

MULTAN, Dist. Multan, Pb ; M. & Cantt; Pop 119,457;

Distances.—Muzaffargarh 21m, Shujabad 24m, Bast Maluk 24m, Kabirwala 28m, Tibba 30m, Jhang 95m, Montgomery 111m, Lahore 214m ;
Pet ; R ; DBK ; RSR ; PO & TO ; Hosp ;

Registered Garage :—
The Multan Motor Works (Cantt.)

MUNDA, Kashmir State, Pb ;

Distances.—Qazi Gund 10m, Banihal 30m, Srinagar 53m, Jammu 150m, Lahore 256m ;
DBK ; RS Jammu.

MURREE, Dist. Rawalpindi, Pb ; M & Cantt ; Pop 1,980 (large floating summer population);
Elevation 7,700′ a.s.l., Annual mean rainfall 59·86″;

Distances.—Kohala 26m, Rawalpindi 40m, Jhelum 106m, Peshawar 141m, Srinagar 157m, Lahore 210m ;
Pet (near Sunny Bank) ; R ; RH ; RSR Rawalpindi ; PTO ; Disp ;

Hotels :—

1. Chamber's Hotel,
 WY ; GA ;
 Tariff :—Single Rs. 6-8—Rs. 8-8 p.d.
 Double Rs. 11-8—Rs. 13-8 p.d.
2. Cecil Hotel.
 TA Cecil, Tele 17, 31b, Summer ; GA ;
 Tariff.—Single from Rs. 10 p.d.
 Double from Rs. 18 p.d.
3. Viewforth Hotel, Tele 180, 31b, Summer.
4. Brightlands Hotel, Tele 20, 34b, Summer ; H & C.

Club :—
Rawalpindi Club (Branch).

MUSA KHEL, Dist. Mianwali, Pb ;

Distances.—Mianwali 12m, Sakesar 12m :
RH ; RS Mianwali ; PO ; Disp.

MUSSOORIE, Dist. Dehra Dun, U. P. ; Elevation 6,600′ a.s.l., Annual mean rainfall 109·69″;

Distances.—Dehra Dun 21m, Saharanpur 63m ; Chakrata 80m, Delhi 166m, Lahore 333m, Calcutta 984m ; RSR Dehra Dun ; PTO ;

Hotels :—

1. Charleville Hotel,
 TA Charlvil, Tele 11, 120b, 1st April—31st Oct.
 Tariff.—From Rs. 7 p.d.
2. Chapman's Agency Hotel, Rajpur (3m from Mussoorie),
 TA Chapman's Rajpur, Tele 606 (Dehra Dun), 12, Mussoorie, 10b, WY, GA at Rajpur and Bhatta ;
 Tariff.—Rs. 5 p.d.
3. Connaught Castle,
 Tele 58, 19 suites, WY ;
 Tariff.—Single Rs. 4 to Rs. 8 p.d.
4. Hotel Kashmire,
 TA Hotel Kashmire, Tele 113, 10b, April—October ;
 Tariff.—Single Rs. 6 p.d.—Rs. 135 p.m.
 Double Rs. 8-8—Rs. 9-8 p.d
 Rs. 187-8—Rs. 262-8 p.m.

MUZAFFARGARH, Dist. Muzaffargarh, Pb ; M ; Pop 6,110 ;
Distances.—Ghazi Ghat 20m, Multan 21m, Sharh Sultan 37m, Dera Ghazi Khan 60m, Lahore 235m; Pet ; DBK ; RS ; PTO ; Hosp.

NABHA, Nabha State, Pb ; Pop 17,311 ;
Distances.—Bhawanigarh 11m, Malerkotla 19m, Ludhiana 47m, Ambala 51m, Lahore 170m, Delhi 171m ;
Pet (Patiala Gate and Dandi Gate) ; RS ; PO & TO.

NADAUN, Dist. Kangra, Pb ;
Distances.—Kangra 19m, Pathankot 83m, Lahore *via* Hoshiarpur 165m, or *via* Pathankot 186 ;
PTO ; Disp.

NAGAR (NAGGAR), Dist. Kangra, Pb ;
Elevation 5,000′ a.s.l;
Distances.—Manali 14m, Sultanpur (Kulu) 14m, Mandi 59m, Jogindernagar 94m ;
RH ; RS Jogindernagar ; Disp.

NAHAN, Sirmoor State, Pb ; M ; Pop 6,859 ;

Distances.—Naraingarh 6m, Kala Amb 11m, Barara 39m, Ambala 44m, Lahore 231m ;
RS Barara ; PTO.

NAINI TAL, U. P. ; M ;
Elevation 6,400′ a.s.l ;

Distance.—Kathgodam 22m ;
DBK ; RS Kathgodam ; PTO ; Hosp ;

Hotels :—

1. Hotel Metropole,
TA Metropole, Tele 24, 80b ; WY ;
Tariff :—Single Rs. 7 to Rs. 8 p.d., Rs. 240 p.m.
2. Royal Hotel,
TA Royal, Tele 6, 75b, March to November ;
Tariff :—Single Rs. 8 to Rs. 9 p.d.
Double Rs. 14 to 16 p.d.

Club :—
Naini Tal Club.

NAKODAR, Dist. Jullundur, Pb ; M ; Pop 9,584 ;

Distances.—Jullundur 15m, Phillaur 19m, Ludhiana 27m, Moga 29m, Lahore 101m, Delhi 224m ;
Pet (Taxi Stand) ; RH ; RS (1m) ; PTO ; Disp.

NANKANA SAHIB, Dist. Sheikhupura, Pb ; Pop 9,155.

Distances.—Mangtanwala 10m, Shahkot 22m, Sharakpore 28m, Sheikhupura 32m, Lahore *via* Sheikhupura 56m, Lahore *via* Shaarkpore 48m ;
RH ; RS ; PTO ; Disp.

NARAINGARH, Dist. Ambala, Pb ;

Distances.—Kala Amb 6m, Ambala 27m, Barara 34m, Delhi 147m, Lahore 214m ;
RH ; RSR Ambala ; PTO ; Disp.

NAROWAL, Dist. Sialkot, Pb ; M ; Pop 7,095 ;

Distances.—Pasrur 17m, Ajnala 34m, Sialkot 37m, Amritsar 49m, Gujranwala 49m, Lahore *via* Shahdara 53m ;
RH ; RS ; PTO ; Hosp.

NATHANA, Dist. Ferozepore, Pb ;

Distances.—Bhuchchu 9m, Moga 37m, Kot Kapura 45m, Ferozepore 72m, Ludhiana 78m ;
RH ; RS Bhuchchu ; PTO ; Disp.

NAUSHAHRA (NAUSHERA), Dist. Shahpur, Pb ;

Distances.—Uchchali 8m, Kathwai 9m, Khushab 26m, Shahpur 34m ;
RH ; RSR Khushab ; PTO ; Disp.

NAUSHAHRA (NAUSHERA VIRKAN), Dist. Gujranwala, Pb ;

Distances.—Jandiala Sher Khan 10m, Gujranwala 17m ;
RH ; RS Gujranwala ; Disp.

NAWAN KOT, Dist. Muzaffargarh, Pb ;

Distances.—Leiah 37m, Atharan Hazari 35m, Jhang 53m, Muzaffargarh 104m ;
RS. Leiah ; PO.

NAWAROJHAN, Dist. Dera Ghazi Khan, Pb ;

Distances.—Rajanpur 36m, Mithankot 46m, Dera Ghazi Khan 107m, Dera Ismail Khan 243m ;
RH.

NAWASHAHR (NAWANSHAHR DOABA), Dist. Jullundur, Pb ; Pop 7,153 ;

Distances.—Garhshankar 6m, Ludhiana 24m, Phillaur 24m, Hoshiarpur 31m, Jullundur 36m, Lahore 122m, Delhi 221m ;
Pet (outside city) ; RH ; RS ; PTO.

NITHAR, Dist. Gurdaspur, Pb ;

Distances.—Gurdaspur 11m, Shakargarh 20m, Batala 31m, Pathankot 35m, Sialkot 60m, Lahore 90m, RS Gurdaspur ;

(Ferry for cars, for road going to Shakargarh.)

NOWSHERA, Dist. Peshawar, N.-W.F.P. ; M & Cantt; Pop 24,750 ;

Distances.—Mardan 15m, Attock 20m, Peshawar 27m, Cherat 36m, Dargai 40m, Rawalpindi 74m, Lahore 244m ;

Pet (G.T. Road and G. T. Road Cantt) ; DBK ; RSR ; PTO ; Hosp ;

Club :—

Nowshera Club.

NUH, Dist. Gurgaon, Pb ; M ;

Distances.—Sohna 13m, Palwal 20m, Gurgaon 29m, Delhi 48m, Alwar 103 ;

RH ; RS ; Palwal ; PTO ; Disp.

NURPUR, Dist. Kangra, Pb ;

Distances.—Pathankot 16m, Shahpur 24m, Kangra 38m, Dharmsala 42m, Palampur 58m, Manda 111m, Lahore 119m ;

DBK ; RS Nurpur Road ; PTO ; Disp.

OKARA, Dist. Montgomery, Pb ; Pop 10,712 ;

Distances.—Dipalpur 14m, Montgomery 27m, Pakpattan 42m, Lahore 76m, Multan 138 ;

RH ; RS ; PTO ; Disp.

PABBI, Dist. Peshawar, N.-W.F.P. ;

Distances.—Nowshera 13m, Peshawar 4m, Cherat 23m, Mardan 28m, Dargai 53m, Lahore 257m ;

Pet (G. T. Road), RH ; RS ; PO & TO.

PAKPATTAN, Dist. Montgomery, Pb ; M ; Pop 11,311;

Distances.—Arifwala 20m, Montgomery 27m, Dipalpur 28m, Okara 41m, Lahore *via* Okara 118m, Multan *via* Tibba 125m ;

Pet (Montgomery Pakpattan Road) ; R ; RH ; RS (1m) ; PTO ; Disp.

PALAMPUR, Dist. Kangra, Pb ;

Elevation 4,303′ a.s.l., Annual mean rainfall 101·34″;

Distances.—Jogindernagar 18m, Kangra 28m, Mandi 53m, Pathankot 74m, Sultanpur (Kulu) 98m; Lahore 177m ;

DBK ; RST (K. V. Rly) ; PTO ; Disp ;

Centre of Kangra Tea plantations (10,000 acres).

PALWAL, Dist. Gurgaon, Pb ; M; Pop 10,807 ;

Distances.—Ballabgarh 15m, Sohna 18m, Gurgaon 34m, Delhi 37m, Rewari 47m, Muttra 55m ;

RH ; RS ; PTO ; Disp.

PANIPAT, Dist. Karnal, Pb ; M ; Pop 32,915 ;

Distances.—Safidon 18m, Karnal 22m, Jind 42m, Muzaffarnagar 47m, Delhi 52m, Ambala 68m, Lahore 265m ;

Pet (G. T. Road) ; R ; DBK ; RST ; PTO ; Disp.

PAONTA, Sirmoor State ;

Distances.—Nahan 29m, Barara 68m, Ambala 73m, RS Barara ; PO.

PARACHINAR, Kurram Agency, N.-W.F.P. ;

Distances.—Alimanzal 10m, Alizai 28m, Thal 53m, Miranshah 102m, Kohat 114m, Peshawar 154m ; RH ; RST Thal ; PTO ; Hosp.

PASRUR, Dist. Sialkot, Pb; M; Pop 70,905;

Distances.—Narowal 17m, Sialkot 20m, Gujranwala 32m, Amritsar 45m, Jammu 46m, Lahore *via* Gujranwala 74m;

RH; RS; PTO; Disp.

PATHANKOT, Dist. Gurdaspur, Pb; M; Pop 9,763;

Distances.—Gurdaspur 24m, Dalhousie 52m, Amritsar 68m, Palampur 74m, Sialkot *via* Zafarwal 84m, Lahore 103m, Mandi 127m;
Pet; R; RSR; PTO; Disp;

Registered Garage :—

The Kangra Motor Agency.

PATIALA, Patiala State, Pb; M; Pop 55,129;

Distances.—Rajpura 16m, Nabha 17m, Ambala 34m, Sangrur 35m, Ludhiana 64m, Lahore *via* Malerkotla and Ludhiana 187m;
Pet (Taxi Stand and City); R; RS (½m); PO & TO;

PATTI, Dist. Lahore, Pb; M; Pop 12,882;

Distances.—Harike 12m, Kasur 32m, Lahore 40m, Amritsar 75m;

DBK; RS; PO & TO; Disp.

PATTOKI, Dist. Lahore, Pb; Pop 8,016;

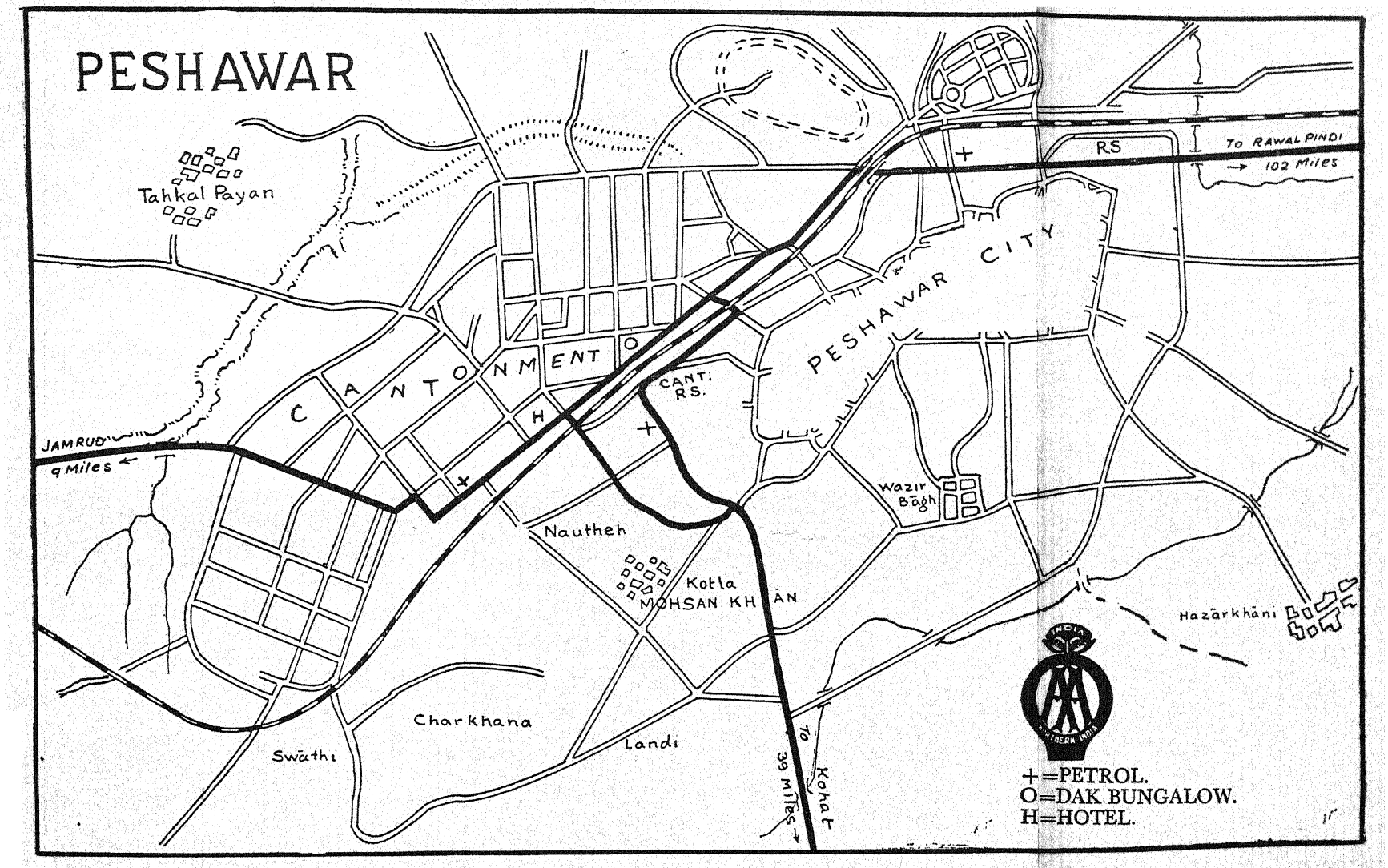
Distances.—Chunian 8m, Halla 10m, Lahore 50m, Montgomery 53m;

DBK; RS; PTO; Disp.

PEHOWA, Dist. Karnal, Pb;

Distances.—Kaithal 17m, Pipli 20m, Karnal 40m, Delhi 114m;

RH; RS Pehowa Road; PTO; Disp.


PESHAWAR
Tahkal Payan
CANTONMENT
H
CANT: RS.
PESHAWAR CITY
RS
To RAWAL PINDI
102 Miles
JAMRUD
9 Miles
Wazir Bāgh
Nautheh
Kotla MOHSAN KHAN
Hazārkhāni
Charkhana
Swāthi
Landi
To KOHAT
39 MILES
+=PETROL.
O=DAK BUNGALOW.
H=HOTEL.



PESHAWAR, Dist. Peshawar, N.-W.F.P. ; M and Cantt ; Pop 114,214 ;

Distances.—Michhi 14m, Pabbi 14m, Abazai 27m, Nowshera 27m, Landi Kotal 29m, Kohat 40m, Rawalpindi 101m, Lahore 271m, Srinagar *via* Abbottabad 276m, Delhi 642m ;

Pet ; R ; DBK ; RSR ; PTO ; Hosp ;

Registered Garages :—

Afghan Motor House (near Dean's Hotel), Khyber Automobile Stores, Saddar Road ;

Hotels :—

1. Dean's Hotel, Cantt.
 TA Dean's, Tele 81, 29b ; WY ; GA ;
 Tariff:—Single from Rs. 11 p.d.
 Double from Rs. 20 p.d.
2. Officers' Boarding House.
 TA Officers Boarding House, Tele 202, 10b ; WY ; GA ;
 Tariff:—Single Rs. 8 p.d. Rs. 210 p.m.
 Double Rs. 15 p.d. Rs. 380 p.m.
3. Services Hotel,
 For Officers of His Majesty's Military and Air Forces.

Clubs :—

Peshawar Club.
Departmental Club.

PEZU, Dist. Bannu, N.-W.F.P. ;

Distances.—Tank 23m, D. I. Khan 37m, Bannu 52m, Kohat 131m, Peshawar 171 ;
DBK ; RS ; PTO.

PHAGWARA, Kapurthala State, Pb ; M ; Pop 12,049 ;

Distances.—Phillaur 14m, Jullundur 15m, Nawashahr 21m, Nakodar 33m, Hoshiarpur 37m, Ambala 96m, Lahore 101m ;

Pet (G. T. Road) ; RH ; RS ; PTO.

PHILLAUR, Dist. Jullundur, Pb; M; Pop 5,168;

Distances.—Nakodar 19m, Nawashahr 24m, Jullundur 29m, Ambala 82m, Lahore 115m;

Pet (G. T. Road); R; RH; RS; PTO; Disp.

PHUL, Nabha State, Pb;

Distances.—Rampur Phul 4m, Jaito 26m;

RS Rampur Phul.

PIND DADAN KHAN, Dist. Jhelum, Pb; M; Pop 9,832;

Distances.—Choa Saidan Shah 15m, Chakwal 34m, Jhelum 53m, Lahore 157m;

DBK; RS; PTO; Disp.

PINDI BAHAUDDIN, Dist. Gujrat, Pb;

Distance.—Gujrat 53m;

Pet (near Rly. Goods Shed); RS Mandi Bhauddin PTO; Disp.

PINDI BHATTIAN, Dist. Gujranwala, Pb; Pop 4,478;

Distances.—Jalalpur Nau 13m, Chiniot 20m, Hafizabad 31m, Sargodha 38m, Gujranwala 61m, Lahore 68m, Jhang 74m;

RH; RS Sukheki; PTO; Disp;

Boat bridge and ferry.

PINDI GHEB, Dist. Attock, Pb; M; Pop 10,506;

Distances.—Jand 21m, Basal 24m, Trap 27m, Talagang 28m, Campbellpore (Dist. Hd. Qrs.) 53m;
RH; RS Basal; PTO; Disp.

PIPLI, Dist. Karnal, Pb;

Distances.—Karnal 20m, Pehowa 20m, Ambala 26m, Saharanpur 47m;
Pet; RH; RS Thanesar City (2m).

PUNDRI, Dist. Karnal, Pb;

Distances.—Kaithal 10m, Pehowa 27m, Karnal 29m, Ambala 75m, Delhi 103m;
Pet (Taxi Stand); RH; RS Kaithal; PO; Disp.

QABULA (See Kabulah).

QAZI GUND, Kashmir State, Pb;
Distances.—Munda 10m, Khanabal 11m, Srinagar 43m, Jammu 160m;
DB; RS Jammu; PO and TO.

QILA SHEIKHUPURA (See Sheikhupura).

QUETTA, Dist. Quetta Pishin, Baluchistan; M and Cantt; Elevation 5,500′ a.s.l.;

Distances.—Mach 42m, Sibi 103m, Lahore 644m;
Pet; R; DBK; RS; PTO; Hosp;

Registered Garage :—
1. Frontier Motor Agency, Bruce Road.
2. Maddens Ltd., St. John's Road.

Hotel :—
Stanyon's Hotel;
TA Stanyon's; Tele 260;
Tariff :—Single Rs. 7 p.d., Rs. 180 p.m.
Double Rs. 330 and Rs. 360 p.m.

Club :—
Quetta Club.

RAHON, Dist. Jullundur, Pb; M; Pop. 6,692;

Distances.—Nawashahr 7m, Ludhiana 20m, Jullundur 43m;
RH; RS Nawashahr Doaba; PTO; Disp.

RAIKOT, Dist. Ludhiana, Pb; M; Pop. 11,810;

Distances.—Jagraon 16m, Malerkotla 20m, Ludhiana 27m, Ferozepore 67m, Lahore 150m;
RS Jagraon; PTO; Disp.

RAJANPUR, Dist. Dera Ghazi Khan, Pb: M: Pop 4,510;
Distances—Mithankot 10m, Nawarojhan 36m, Jampur 41m, Dera Ghazi Khan 71m, Ghazi Ghat 90m: RH; RS Ghazi Ghat; PTO.

RAJPURA, Patiala State, Pb;
Distances.—Patiala 16m, Sirhind 17m, Ambala 18m, Ludhiana 56m, Delhi 138m, Lahore 179m: RSR.

RAM BAN, Kashmir State, Pb;
Elevation 2,320′ a.s.l.
Distances.—Batote 18m, Banihal 24m, Jammu 96m, Srinagar 107m, Lahore 202m;
Pet (Hill Road); RS Jammu; DBK; PO and TO.

RAMDAS, Dist. Amritsar, Pb;
Distances.—Dera Baba Nanak 8m, Ajnala 13m, Narowal 21m, Batala 26m, Amritsar 28m;
RH; RS Dera Baba Nanak; PTO; Disp.

RAMNAGAR, Dist. Gujranwala, Pb; Pop 4,768;
Distances.—Akalgarh 4m, Vanike 14m, Wazirabad 20m, Hafizabad 26m;
RH; RS Akalgarh; PTO; Disp.

RAMPUR, Kashmir State, Pb;
Distances.—Uri 14m, Baramula 15m, Srinagar 48m, Rawalpindi 147m;
DBK; RSR Rawalpindi; PTO.

RANGPUR, Dist. Muzaffargarh, Pb;
Distances.—Garh Maharaja 28m, Muzaffargarh 39m; RS; PO; Disp.

RANITAL, Dist. Kangra, Pb;
Distances.—Kangra 9m, Dera Gopipur 15m, Nadaun 20m, Dharmsala 21m, Palampur 37m, Pathankot 63m;
RH; RS Jawalamukhi Road; PO.

RASUL (MONG), Dist. Gujrat, Pb;

Distances.—Dinga 10m, Malakwal 24m, Gujrat 32m, Jhelum 37m, Shahpur 72m;
RH; RS; PTO; Disp.

RATTA TIBBA, Dist. Montgomery, Pb;

Distances.—Vehari 17m, Multan 78m, Pakpattan 81m, Montgomery 88m, Lahore 191m;
RS Nehari.

RAWALPINDI, Dist. Rawalpindi, Pb; M and Cantt; Pop 119,284;

Distances.—Fatehjang 26m, Murree 40m, Jhelum 66m, Domel 85m, Peshawar 101m, Kohat 102m, Lahore 170m, Srinagar 195m, Delhi 541m;
Pet; R; RH; RSRR; PO and TO; Hosp;

Registered Garages:—

1. Hagreen & Co., Edwardes Road.
2. Northern Motors Ltd., Edwardes Road.
3. Speedways Ltd., Edwardes Road.

Hotels:—

1. Flashman's Hotel. Tele 434, 26b; WY; GA; H & C.
 TA Flashman, Tele 210, 61b; WY; GA;
 Tariff:—Single from Rs. 11 p.d
 Double from Rs. 20 p.d.
2. Glenview Hotel, 205, Magdala Road,
 TA Glenview Hotel, 12b; WY; GA;
 Tariff:—Single Rs. 7 p.d.
 Double Rs. 13 p.d.
3. Grand Hotel, Edwardes Road,
 TA Grand Hotel, 20b; WY; GA;
 Tariff:—Rs. 7 p.d. inc.
4. Brightlands Hotel, Tele 434, 26b; WY; GA, H & C.

Club:—

1. Rawalpindi Club.

RAZMAK, South Waziristan, N.-W.F.P. ; Cantt ;

Distances.—Miranshah 25m, Manzai 48m, Tank 73m, Bannu 78m ;

Pet (Camp Bazar) ; RS Manzai ; PTO ; Hosp.

REWARI, Dist. Gurgaon, Pb ; M ; Pop 26,269 ;

Distances.—Jhajjar 28m, Gurgaon *via* Sohna 45m, Palwal 47m, Rohtak 49m, Delhi 64m ;

RH ; RSR ; PTO ; Hosp.

RIWAT, Dist. Rawalpindi, Pb ;

Distance.—Rawalpindi 4m ;

RH ; RSRR Rawalpindi ; PO ; Disp.

ROBAT, Malakand Agency, N.-W.F.P. ;

Distances.—Kuz Serai 23m, Malakand 46m, Dargai 52m, Peshawar 114m ;

RS Dargai ; PO.

ROHRI, Sind ;

RSR ; PTO.

ROHTAK, Dist. Rohtak, Pb ; M ; Pop 35,235 ;

Distances.—Jhajjar 21m, Bhiwani 28m, Delhi 42m, Panipat 45m, Rewari 49m, Hissar 58m, Meerut *via* Baghpat 72m, Ambala 113m ;

Pet ; R ; DBK ; RS ; PTO ; Disp.

ROORKEE, Dist. Saharanpur, U. P. ;

Distances.—Saharanpur 28m, Muzaffarnagar 32m, Dehra Dun 42m, Ambala 101m, Delhi 103m ;

Pet (Canal Road) ; RS ; PTO.

RUPAR, Dist. Ambala, Pb ; M ; Pop 8,764 ;

Distances.—Sirhind 30m, Ludhiana 55m, Ambala *via* Sirhind 65m ;

RS ; PTO ; Disp.

RUSTOM, Dist. Peshawar, N.-W.F.P.;
Distances.—Shahbaz Garhi 11m, Mardan 19m, Swab, 33m, Dargai 44m;
RH; RS Mardan; PTO; Disp.

SADHAURA, Dist. Ambala, Pb; M; Pop 7,769;
Distances.—Kala Amb 10m, Barara 18m, Nahan 21m, Ambala 43m;
RH; RS Barara; PTO; Disp.

SAFIDON, Jind State, Pb; Pop 6,169;
Distances.—Panipat 18m, Jind 24m, Muzaffarnagar 65m, Hissar 69m;
RS; PO & TO.

SAGGU, Dist. Dera Ismail Khan, N.-W.F.P.;
Distances.—Daraban 17m, Dera Ismail Khan 21m;
RA.

SAHARANPUR, Dist. Saharanpur, U. P.; M and Cantt;
Distances.—Roorkee 28m, Dehra Dun 42m, Pipli 47m, Ambala 73m, Chakrata 78m, Delhi 131m, Lahore 270m;
Pet; R; DBK; RSR; PTO.

SAHIWAL, Dist. Shahpur, Pb; M; Pop 7,762;
Distances.—Barara 22m, Sargodha (Civ. Dist. Hd. Qrs.) 24m, Shahpur 43m, Jhang 53m, Bhalwal 60m, Lahore 130m;
DBK; RSR Sargodha; PTO; Dip.

SAKESAR (SUKESAR), Dist. Shahpur, Pb;
Distances.—Musa Khel 12m, Mianwali 24m;
RH; RS Mianwali; PTO; Disp.

SAKHISARWAR, Dist. Dera Ghazi Khan, Pb;
Distances.—Dera Ghazi Khan 21m, Khair 27m;
RH; RS Ghazi Ghat; PTO.

SAMALKHA, Dist. Karnal, Pb ;

Distances.—Karnal 32m, Delhi 42m, Ambala 78m ; RH ; RS ; PO & TO ; Disp.

SAMBRIAL, Dist. Sialkot, Pb ; Pop 3,827 ;

Distances.—Daska 11m, Sialkot 11m, Wazirabad 15m, Gujranwala 27m, Jammu 37m ;
RH ; RS ; PTO ; Disp.

SAMPLA, Dist. Rohtak, Pb ;

Distances.—Jhajjar 14m, Rohtak 15m, Delhi 27m, Rewari 42m, Hissar 73m ;
RST ; PO & TO ; Disp.

SAMRALA, Dist. Ludhiana, Pb ;

Distances.—Khanna 9m, Ludhiana 21m, Sirhind 21m, Nabha 35m, Ambala 56m, Lahore 144m ;
RH ; RS Khanna ; PTO ; Disp.

SAMUNDRI, Dist. Lyallpur Pb ;

Distances.—Tandlianwala 8m, Dijkot 10m, Gojra 20m, Lyallpur 30m, Jhang 42m, Okara 44m ;
RH ; RS Tandlianwala ; PTO ; Disp.

SANAWAN, Dist. Muzaffargarh, Pb ;

Distances.—Daira Din Panah 17m, Muzaffargarh 23m ; RS ; PO & TO ; Disp.

SANGLA HILL, Dist. Sheikhupura, Pb ; Pop 6,478 ;

Distances—Shahkot 13m, Sheikhupura *via* Shahkot 47m, Lahore 71m ;
RH ; RSR ; PTO ; Disp.

SANGRUR, Jind State, Pb ; M ; Pop 13,901 ;

Distances.—Bhawanigarh 12m, Nabha 23m, Barnala 24m, Patiala 35m, Ludhiana 47m, Ambala 69m ; RS ; PO & TO.

SARGODHA, Dist. Shahpur, Pb; M; Pop 26,761; (Shahpur Dist.Hd. Qrs.);
Distances.—Shahpur 19m, Sahiwal 24m, Khushab 27m, Chiniot 32m, Bhera 51m, Lyallpur 54m, Lahore 106; Pet; R; DBK; RSR; PTO; Hosp;
Culb:—
Sargodha Club.

SAWABI (See Swab).

SAYADWALA, Dist. Sheikhupura, Pb;
Distances—Jaranwala 16m, Lyallpur 38m, Sheikhupura 64m, Lahore 66m;
RS Jaranwala; PTO; Disp.

SERAI KALA (See Taxila).

SERAI NAURANG, Dist. Bannu, N.-W.F.P.;
Distances.—Bannu 15m, Lakki 18m, Pezu 37m;
RH; RS; PTO; Disp.

SERAI SIDHU, Dist. Multan, Pb;
Distances.—Abdul Hakim 9m, Kabirwala 15m, Shorkot 20m, Mian Channu 25m, Multan 43m, Montgomery 72m;
RH; RS Adbul Hakim; PO; Disp.

SHADAN LUND, Dist. Dera Ghazi Khan, Pb;
Distances.—Taunsa 17m, Dera Ghazi Khan 33m;
RH; RS Ghazi Ghat.

SHAHABAD (SHAHABAD MARKANDA), Dist. Karnal, Pb; M; Pop 12,293;
Distances.—Ambala 13m, Pipli 13m, Karnal 33m, Delhi 107m, Lahore 200m;
Pet (G. T. Road); RH; RS; PO & TO; Disp.

SHAHDARA, Dist. Sheikhupura, Pb; Pop 5,249;
Distances.—Lahore 5m, Sharakpur 15m, Sheikhupura 19m, Gujranwala 37m;
Pet (G. T. Road); DB; RS; PO & TO; Disp.

SHAH KOT, Dist. Sheikhupura;
Distances.—Mananwala 12m, Sangla Hill 13m, Sheikhupura 34m;
RH; RSR Sangla Hill; PTO; Disp.

SHAHPUR, Dist. Kangra, Pb;
Distances.—Kangra 14m, Palampur 34m, Pathankot 40m, Mandi 87m, Lahore 143m;
DBK; RS Kangra; PTO; Disp.

SHAHPUR, Dist. Shahpur, Pb; Pop 5,280;
Distances.—Khushab 8m, Sargodha (Civ. Dist. Hd. Qrs.) 19m, Sahiwal 43m, Lahore 125m;
Pet (Taxi Stand); R; DBK; RS; PTO; Hosp.

SHAHR SULTAN, Dist. Muzaffargarh, Pb;
Distances.—Alipur 14m, Muzaffargarh 37m;
RH; PO; Disp.

SHAKARGARH, Dist. Gurdaspur, Pb; M;
Distances.—Zafarwal 16m, Gurdaspur 20m, Sialkot 40m;
RH; RS Tehsil Shakargarh; PTO; Disp.

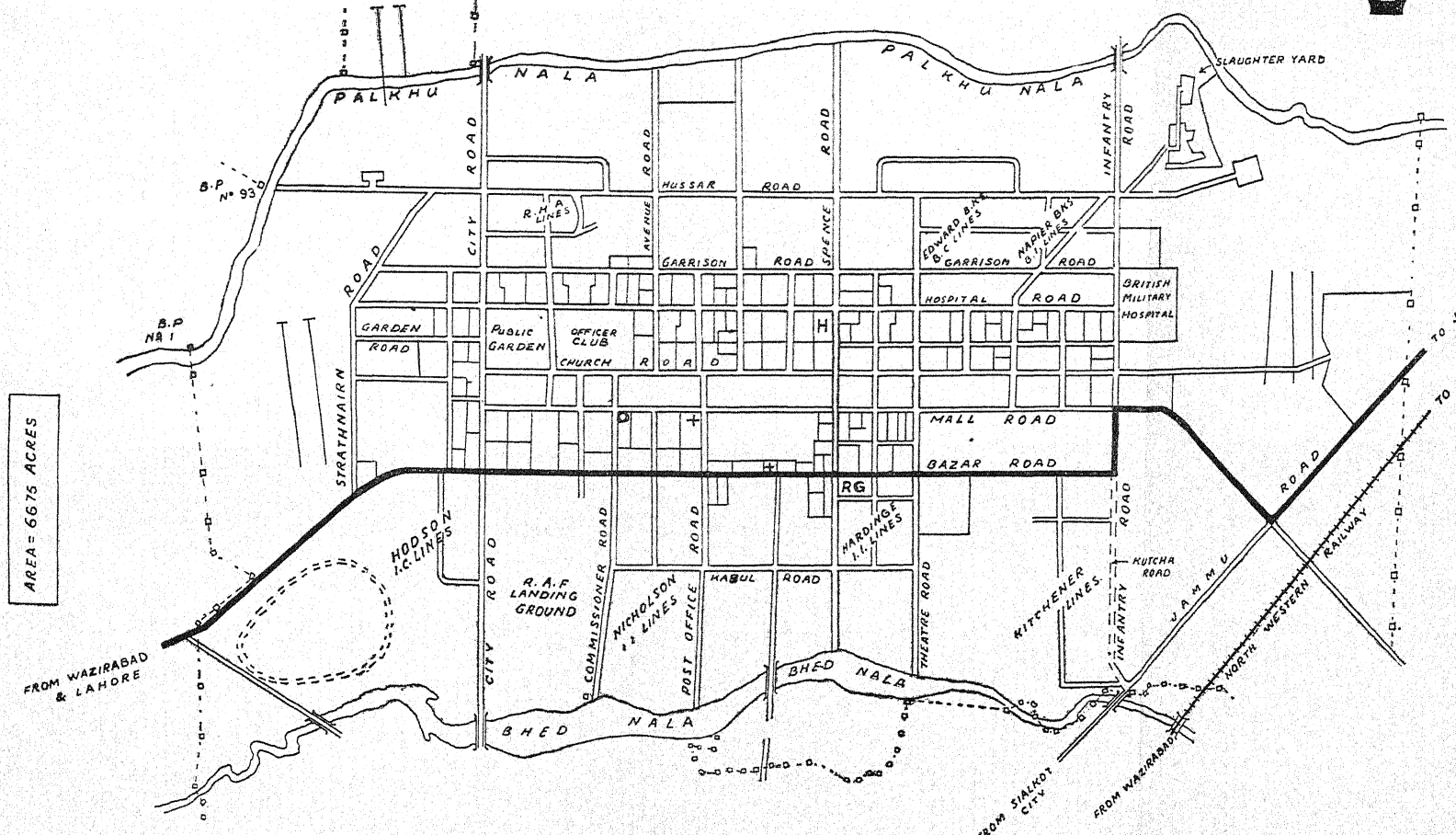
SHAMLI, Dist. Muzaffarnagar, U. P.;
Distances.—Panipat 23m, Muzaffarnagar 24m, Karnal 27m;
RS; PTO.

SHARAKPUR, Dist. Sheikhupura, Pb; M; Pop 5,056;
Distances.—Shahdara 15m, Sheikhupura 18m, Mangtanwala 18m, Lahore 20m;

PLAN OF SIALKOT CANTT:

SCALE ONE MILE = 3 INCHES

O DAK BUNGALOW
+ PETROL PUMPS.
H REGISTERED HOTEL.
R.G. REGISTERED GARAGE.





SHEIKHUPURA, Dist. Sheikhupura, Pb; Pop 12,166;

Distances.—Shahdara 19m, Lahore 24m, Sukheki 29m, Chak Jhumra 52m, Sargodha 82m;

Pet (Kuchery Road and Motor Stand); R; DBK; RS; PTO; Hosp.

SHERGARH, Dist. Montgomery, Pb:

Distances.—Hujra 8m, Renala Khurd 10m, Dipalpur 12m, Pakpattan 40m, Montgomery 45m:

RH; RS Renala Khurd; PO; Disp.

SHIKARPUR, Sind.

RH; Pet (Lakhi Gate and Hazari Gate); RS; PTO.

SHORKOT, Dist. Jhang, Pb; Pop 6,826;

Distances.—Shorkot Road 11m;

RH; RS Shorkot Road; PO; Disp.

SHORKOT ROAD, Dist. Jhang, Pb:

Distances.—Shorkot 11m, Toba Tek Singh 18m, Garh Maharaja 22m, Gojra 34m, Lyallpur 65m;

DBK; RSR; PO & TO.

SHUJABAD, Dist. Multan, Pb; M; Pop 6,618;

Distances.—Basti Maluk 15m, Multan 24m, Jalalpur Pirwala 28m:

RS; PTO; Disp:

SIALKOT, Dist. Sialkot, Pb; M & Cantt; Pop 100,973;

Distances.—Pasrur 20m, Zafarwal 24m, Jammu 26m, Wazirabad 26m, Narowal 37m, Gurdaspur *via* Zafarwal 60m, Lahore 80m, Srinagar 229m;

Pet; RST; DBK; PTO; Hosp;

Registered Garage:—

Abdullah Motor Works, Bazar Road (Cantt);

Hotel:—
Mountview Hotel, Cantt. (A.A.N.I. Registered Hotel);
TA Deluxe, Tele 95, 30b; WY; GA;
Tariff:—Single—Members of Automobile Association of Northern India Rs. 6 p.d.
Non-Members Rs. 7 p.d.

Club:—
Sialkot Club.

SIBI, Baluchistan;
Distances.—Gokurth 35m, Mach 62m, Quetta 103m: RSR; PTO; Disp.

SILLANWALI, Dist. Shahpur, Pb; Pop 2,583:
Distances.—Barana 5m, Sahiwal 17m, Chiniot 26m, Sargodha (Dist. Hd. Qrs.) 41m, Shahpur 60m: RH; RS; PTO; Disp.

SIMLA, Dist. Simla, Pb; M; Pop 18,144:
Elevation 7,116′ a.s.l.
Distances.—Jutogh 2m, Kalka 54m, Ambala 92m, Delhi 212m, Lahore 289m;
RS; PTO; Hosp:
Hotels:—

1. Cecil Hotel;
TA Cecil, Tele 473, 135b, Summer, GA;
Tariff:—Single from Rs. 12 p.d.
Double from Rs. 20 p.d.

2. Clarke's Hotel, The Mall;
TA Clarke's, Tele 941, 44b; H & C; WY;
Tariff:—Single Rs. 10 p.d.
Double Rs. 20 p.d.

3. Corstorphan's Hotel;
TA Corstor, Tele 834, 62b, Summer;
Tariff:—Single from Rs. 10 p.d.
Double from Rs. 18 p.d.

4. Gables Hotel, Mashobra *via* Simla;
TA Gables, Tele 3928, 30b, 7th April—18th Oct.
Tariff:—Single Rs. 10 p.d. Rs. 210 p.m.

5. Grand Hotel;
TA Grand, Simla, Tele 2121,
Tariff.—Single Rs. 10 p.d. Rs. 250 p.m.
Double Rs. 500 p.m.

6. Hotel Blessington,
TA Hotel Blessington, Tele 2424, 12b; WY;
Tariff:—Single from Rs. 5 p.d.

7. Wildflower Hall Hotel, Mahasu, *via* Simla,
TA Wildflower Hotel, Tele 3934, 40b, 1st April —31st October;
Tariff:—Single Rs. 10 p.d.; Rs. 220—Rs. 300 p.m.
Double Rs. 20 p.d.; Children Rs. 50 —Rs. 60 p.m.
Rickshaws with 4 coolies Rs. 5 p.d.

Clubs:—

United Service Club of Simla,
Chelmsford Club,
Himalayan Club.
Anandale Gymkhana Club,
Simla Voluntary Club,
Simla Catholic Club.

SIRHIND, Patiala State, Pb; Pop 4,103;
Distances.—Khanna 12m, Rajpura 17m, Rupar 30m, Patiala 33m, Ambala 35m, Ludhiana 39m;
RS; PO & TO.

SIRSA, Dist. Hissar, Pb; M; Pop 18,909;
Distances.—Fatehabad 26m, Dabwali 34m, Hissar, 55m, Tohana 62m, Delhi 155m;
DBK; RS; PTO; Disp.

SITAPUR, Dist. Muzaffargarh, Pb;
Distances.—Alipur 10m, Dhaka 20m, Muzaffargarh 61m;
RH; RS Muzaffargarh; PO; Disp.

SOHAWA, Dist. Jhelum, Pb;

Distances.—Gujar Khan 12m, Jhelum 25m, Chakwal 43m;
Pet (G. T. Road); RH; RST; PTO; Disp.

SOHNA, Dist. Gurgaon, Pb; Pop 5,667;

Distances.—Nuh 13m, Gurgaon 16m, Palwal 18m, Rewari 29m, Delhi 35m;
RH; RS Gurgaon; PTO; Disp.

SOLON, Dist. Simla, Pb; M;

Distances.—Dharmpore 18m, Kalka 26m, Simla 28m, Ambala 47m;
DBK; RS; PTO (Brewery).

SONEPAT, Dist. Rohtak, Pb; M; Pop 15,050;

Distances.—Gohana 22m, Delhi 27m, Panipat 28m, Rohtak 30m, Meerut 42m;
Pet (Rohtak Taxi Stand); RH; RS; PTO; Disp.

SRINAGAR, Kashmir State (Summer Capital); M and Cantt; Pop 173,573;
Elevation 5,200′ a.s.l.

Distances.—Gulmarg 28m, Khanabal 32m, Baramula 33m, Rawalpindi 195m, Jammu 203m, Lahore 309m, Delhi 626m;
Pet; R; RS Jammu or Rawalpindi; PO & TO; Hosp;

Registered Garages:—

Army Agency, The Bund.
Cosmo Garages (Tanmarg);

Hotel:—

Nedou and Sons' Hotel,
TA Nedou, Tele 24, 78b; WY; GA;

Tariff:—Single Rs. 9—Rs. 11 p.d.
Rs. 250—Rs. 280 p.m.
Double Rs. 20 p.d.; Rs. 520 p.m.



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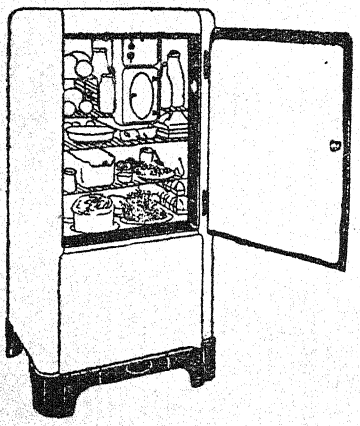
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Excellent cuisine and service under European Supervision.

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Special Concessions to Members of Automobile Association.

Open throughout the year.

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SUBATHU, Dist. Simla, Pb; Cantt; Pop 1,327;
Distances.—Dharmpore 8m, Solon 19m, Kalka 23m, Simla 47m, Ambala 61m;
RST Dharmpore; PTO; Hosp.

SUKHEKE (SUKHEKI), Dist. Gujranwala, Pb;
Distances.—Pindi Bhattian 15m, Sheikhupura 29m, Chiniot 35m, Gujranwala 52m, Lahore 53;
DBK; RS; PO & TO; Disp.

SUKKUR, Sind;
RH; RSR; PO & TO; Hosp.

SULTANPUR, Kapurthala State, Pb; M; Pop 8,606;
Distances.—Kapurthala 16m, Harike 17m, Amritsar 59m, Lahore 65m;
RS Sultanpur Lodi; PTO.

SULTANPUR (KULU), Dist. Kangra, Pb;
Distances.—Manali 24m, Mandi 45m, Jogindernagar 80m, Pathankot 172m;
DBK; RS Jogindernagar (K. V. Ry.); PTO; Disp.

SUNAM, Patiala State, Pop 10,652;
Distances.—Bhawanigarh 18m, Nabha 29m, Patiala 41m, Ludhiana 82m, Lahore 205m;
RS; PO & TO.

SUNDARNAGAR, Suket State, Pb; Pop 2,401;
Distances.—Dehar 11m, Mandi 16m, Nadaun 60m;
RS Jogindernagar (K. V. Ry.); PTO.

SUNNY BANK, Dist. Rawalpindi, Pb;
Distances.—Murree 1m, Kohala 25m, Abbottabad 35m, Rawalpindi 39m.
Pet; DBK; RSRR Rawalpindi; PTO;
Toll Re. 1. For Rules see page 115.

SWAB (SAWABI), Dist. Peshawar, N.-W.F.P; Cantt;
Distances.—Topi 11m, Kund 21m, Mardan 30m, Nowshera 41m, Peshawar 68m;
RH; RS Kund; PTO.

TALAGANG, Dist. Attock, Pb; Pop 7,146;

Distances.—Chakwal 27m, Pindi Gheb 28m, Trap 32m, Basal 52m, Campbellpore (Dist. Hd. Qrs.) 81m, Rawalpindi 86m;

RH; RS Chakwal; PTO; Disp.

TOLUMBA (TULAMBA), Dist. Multan;

Distances.—Abdul Hakim 8m, Channu 8m, Serai Sidhu 17m, Multan 52m, Montgomery 55m;

RH; RS Abdul Hakim or Mian Channu; PTO; Disp.

TAMMAN, Dist. Attock, Pb;

Distances.—Trap 12m, Injra 20m, Talagang 20m, Chakwal 47m, Campbellpore (Civ. Dist. Hd. Qrs.) 92m;

RH; RS Injra; PTO; Disp.

TANDA (TANDA URMAR), Dist. Hoshiarpur, Pb; Pop 9,510;

Distances.—Jullundur 24m, Batala 27m, Gurdaspur 34m, Amritsar 46m;

RH; RS; PO & TO; Disp.

TANDLIANWALA, Dist. Lyallpur, Pb; Pop 6,105;

Distances.—Gojra 28m, Lyallpur 35m, Okara 36m, Jhang 50m, Montgomery 63m;

DBK; RS; PTO; Disp.

TANK, Dist. D. I. Khan, N.-W.F.P.; Pop 6,419;

Distances.—Pesu 23m, Kulachi 27m, D. I. Khan 42m, Bannu 75m;

Pet; R; RH; RS; PTO; Hosp.

TARN TARAN, Dist. Amritsar, Pb; Pop 10,103;

Distances.—Amritsar 12m, Lahore 47m;

Pet (Amritsar Road); RH; RS; PTO; Disp.

TAUNSA, Dist. D. G. Khan, Pb; Pop 7,506;

Distances.—Shadan Lund 17m, D. G. Khan 50m, Mirak 54m;

RH; RS Ghazi Ghat; PTO.

TAXILA (formerly SERAI KALA), Dist. Rawalpindi, Pb;

Distances.—Hasan Abdal 10m, Fatehjang 16m Rawalpindi 18m, Campbellpore 33m;

RH; RSR; PTO.

THAL (THALL), Dist. Kohat, N.-W.F.P.;

Distances.—Alizai 19m, Hangu 36m, Miranshah 49m; Parachinar 53m, Kohat 61m;

Pet (Kohat-Parachinar Road Lorry Stand); DBK; RS; PO & TO.

THANESAR, Dist. Karnal, Pb; M; Pop 5,032;

Distance.—Pipli 2m;

RH; RS Thanesar City; PTO; Disp.

TIBBA; Dist. Multan, Pb;

Distances.—Mailsi 21m, Multan 30m, Dunyapur 32m Khanewal 40m, Pakpattan 95m, Montgomery 102 RH; RS Jahania.

TOBA TEK SINGH, Dist. Lyallpur, Pb; Pop 5,903;

Distances.—Gojra 16m, Shorkot Road 18m, Kamalia 20m, Jhang 24m, Lyallpur 47m, Lahore 134m;

RS; PTO; Disp.

TOHANA, Dist. Hissar, Pb; Pop 7,519;

Distances.—Barwala 27m, Fatehabad 36m, Hansi 46m; Hissar 46m, Sirsa 62m;

RS; PO & TO; Disp.

TOPI, Dist Peshawar, N.-W.F.P.;
Distances.—Sawabi 11m, Kund 32m, Mardan 41m, Peshawar *via* Nowshera 79m;
RH; RS Kund; PO; Disp.

TRAP, Dist. Attock, Pb;
Distances.—Pindi Gheb 27m, Talagang 32m, Basal 51m, Chakwal 59m;
RS Injra (8m); PO; Disp:
Pet at Injra.
Ford except during floods.

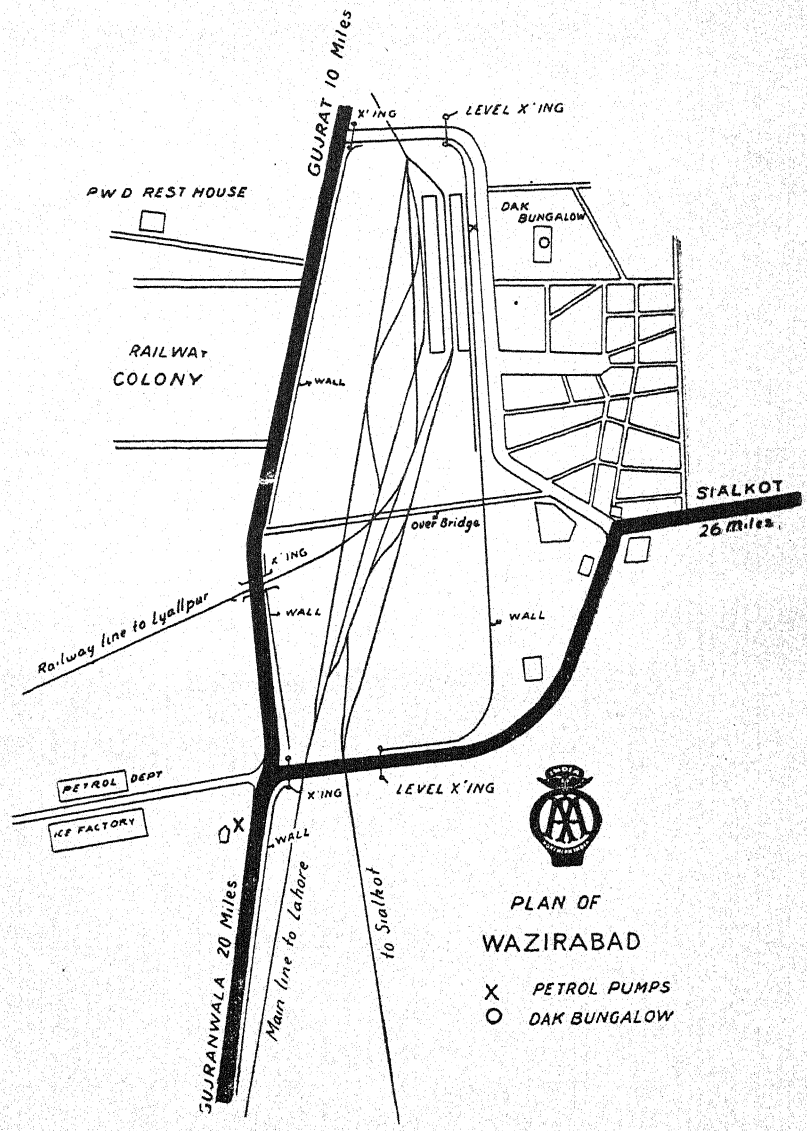
TRET, Dist. Rawalpindi, Pb;
Distances.—Murree 14m, Rawalpindi 25m, Kohala 39m;
DBK; RSRR Rawalpindi; PTO.

UCHAHALI, Dist. Shahpur, Pb;
Distances.—Kathwai 17m, Khushab 34m, Shahpur 42m;
DBK; RSR Khushab; PO.

UDHAMPUR, Kashmir State;
Elevation 2,295′ a.s.l.
Distances.—Kud 25m, Jammu 41m, Srinagar 162m; Pet. (Udhampur Taxi Stand); DBK; RS Jammu; PTO.

UNA, Dist. Hoshiarpur, Pb; Pop 4,398;
Distances.—Gagret 19m, Anandpur 23m, Hoshiarpur 24m, Nadaun 41m;
RH; RS Hoshiarpur; PTO; Disp.

URI, Kashmir State;
Distances.—Chinari 18m, Baramula 29m, Domel 48m, Srinagar 62m;
Pet (Jhelum Valley Road); DBK; RSR Rawalpindi; PTO.


GUJRAT 10 Miles
X'ING
LEVEL X'ING
PWD REST HOUSE
DAK BUNGALOW
RAILWAY COLONY
WALL
SIALKOT 26 Miles
over Bridge
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WALL
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X'ING
LEVEL X'ING
WALL
GUJRANWALA 20 Miles
Main line to Lahore
to Sialkot
PLAN OF
WAZIRABAD
X PETROL PUMPS
O DAK BUNGALOW



URMAR (See Tanda).

VANIKE, Dist. Gujranwala, Pb;

Distances.—Hafizabad 12m, Jalalpur Nau 16m, Gujranwala 42m, Sheikhupura 43m, Lahore 67m;

DBK; RS Hafizabad; PO; Disp.

WAZIRABAD, Dist. Gujranwala, Pb; M; Pop 20,707;

Distances.—Gujrat 10m, Gujranwala 20m, Sialkot 26m, Lahore 62m, Rawalpindi 108m;

Pet (R. S., Gujrat Taxi Stand and G. T. Road); R; DBK; RSR; PTO; Disp.

YARIK, Dist. D. I. Khan, N.-W.F.P.;

Distances.—Pezu 16m, D. I. Khan 21m;

DBK; RS Darya Khan; PO.

ZAFARWAL, Dist. Sialkot, Pb; M.;

Distances.—Maharajke 12m, Shakargarh 16m, Sialkot 24m;

RH; RS Shakargarh, Chawinda or Sialkot; PTO; Disp.

ZIRA, Dist. Ferozepore, Pb; M; Pop 5,318;

Distances.—Talwandi 8m, Ferozepore 27m;

RH; RS Talwandi; PTO; Disp.

HILL ROADS.

TOLLS, TIMINGS, POLICE CHECKS AND TAXES.

Rawalpindi-Sunnybank-Srinagar Road.

(Untimed two-way traffic. Night driving forbidden.)

(Except where otherwise stated Tolls and Police Checks operate for both the up and the down journey.)

From Rawalpindi.

Mile 17. Toll Bar.

Tolls.—Re. 1 for private cars with one passenger. Rs. 1-8-0 for private cars with more than one passenger.

Police Check.—Driving License number, with name and address, and car number. Time of departure recorded.

Mile 26. Tret.

Police Check.—Arrival and departure time and car number recorded, but cars not stopped.

Mile 30. Company Bagh.

Police Check.—Arrival and departure time, and car number recorded, but cars not stopped.

Mile 34. Murree Toll Bar. (Sunnybank.)

Toll.—Re. 1 for cars halting at Murree. Cars passing through obtain the refund at Chika Gali if applied for and receipt is produced. No effort is made to stop cars and no notice displayed.

In the opposite direction the toll is collected at Chika Gali and refund given at Sunnybank.

Mile 64. Kohala.

Police Check.—Driving License number, with name and address, and car number recorded. This record is compared with the record at Mile 17. Those exceeding 20 m.p.h. may expect a Summons from Rawalpindi in due course.

Mile 85. Domel.

Toll.—Rs. 10. Car possession tax (see below for Rules) is also levied, and refunded if return journey made within 30 days. If return journey made after three months a further instalment of the tax is levied.

Jammu-Srinagar Road.

(Untimed two-way traffic. Night driving forbidden.)

TOLLS AND POSSESSION TAX.

Banihal—At Banihal a Toll of Rs. 10, each way, is levied. Car possession tax (see below for Rules) is also levied, and refunded if return journey is made within 30 days. If return journey is made after three months a further instalment of the tax is levied.

POSSESSION TAX (JAMMU AND KASHMIR STATE).

Extract from the Rules regarding Possession Tax levied on all motor cars (excluding motor lorries) and motor cycles registered in or entering the State.

Rate of Tax.

1. The tax shall be levied with effect from 1st April 1934, at the following rates:—

Motor Cars.

Rs. 60 per annum.

Rs. 35 per six months.

Rs. 20 per three months.

Motor cycles.
Rs. 12 per annum.
Rs. 7 per six months.
Rs. 4 per three months.

Collection of Tax.

2. On motor cars and motor cycles registered in the State the tax will be levied from the beginning of each calendar year, with the option of payment in half-yearly or quarterly instalments at the rates shown in (1) above.

3. The tax shall be collected through the agency of the following Departments:—

(*a*)	On motor cars and motor cycles not registered in the State, but entering the State from outside:—	
(*b*)	(For Srinagar City)	Road Toll post at Domel. Road Toll post at Banihal. Inspector General of Customs, or any subordinate Customs Officer whom he may appoint.
(*c*)	(For Jammu City)	
(*d*)	For other stations within State territory.	Local Tehsildars.

Refunds.

4. On motor cars and motor cycles entering the State from outside the minimum charge of Rs. 20 per car and Rs. 4 per motor cycle, shall be collected at the Road Toll Post of entry, at the time of entry in addition to the Road Toll (Rs. 10) already recoverable under existing orders. If the car or cycle leaves State territory and crosses either Toll barrier within 30 days the whole of the amount of Tax thus recovered will be refunded to the owner or driver of the car or cycle from whom the tax was recovered, but only on production of the receipt granted for payment. If the car or cycle is not taken out of the State before the expiry of three months the

owner will be required to make a further payment of the quarterly charge of Rs. 20 or Rs. 4 as the case may be. This subsequent quarterly instalment will be recorded by the Customs Department according to Rules made by the Inspector General of Customs.

Baijnath-Kulu Road.

TOLLS.

Ghata.—At Ghata (4 miles beyond Baijnath) on the Mandi State boundary, a toll of Rs. 5 is levied for each motor car. No refunds are made, but a further toll of Rs. 5 is levied at Ghata if the return journey is made after three months.

Mandi.—A toll of Re. 1 is levied each way on passing over the Victoria Bridge, outside Mandi City.

Timings. (Subject to alteration—refer to Secretary, A. A. N. I., for latest information.)

One-way timed traffic from Ghata, 4 miles beyond Baijnath.)

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Catering in all its Branches undertaken. Lahore Branch has Hot and Cold Water installed also

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A. A. N. I. Hotel
Established 1880.

PAPROLA-BAIJNATH-MANDI-KULU.

(One-way traffic only between Baijnath and Kulu).

1st	2nd					1st	2nd
11- 0	18- 0	Arr.	Paprola	...	Dep.	7- 0	12-40
10-50	17-50	Dep.	Baijnath	...	Arr.	7-05	12-45
10-45	17-45	Arr.			Dep.	7-10	12-50
8-40	16-10	Dep.	Jogindarnagar		Arr.	8-30	...
8- 0	16- 0	Arr.			Dep.	8 40	14-15
7-25	14-45	Dep.	Hazarabagh		Arr.	...	15- 0
...	14-40	Arr.			Dep.	9-15	15-30
4-30	12-15	Dep.	Mandi	...	Arr.	11-30	18- 0
16-40	11- 0	Arr.			Dep.	12-30	7- 0
14-40	9-15	Dep.	Oot	...	Arr.	14-30	9- 0
14-30	9- 0	Arr.			Dep.	14-40	9-15
13-45	8-15	Dep.	Bajaura	...	Arr.	...	...
		Arr.			Dep.	15-25	10- 0
13- 0	7-45	Dep.	Kulu	...	Arr.	16-10	11- 0

18- 0 to 19- 0	12- 0 to 14- 0	8-30 to 8-40	5-45 to 6-10	9- 0 to 9-30	14-30 to 15-30
17- 0 to 18- 0	11- 0 to 13- 0	7-30 to 7-30	6-45 to 7-10	10- 0 to 10-30	15-30 to 16-30

KULU-MANALI.

(One-way traffic only).

5th	4th	3rd	2nd	1st					1st	2nd	3rd	4th
		11-30 to	7-30 to									
19- 0	16- 0 to 16-30	13-30	9- 0	5- 0	Dep.	Kulu	...	Arr.	7-10	11-10	15-10	18-40
20- 0	17- 0 to 17-30	12-30 to 14- 0	8-30 to 10- 0	6- 0	Arr.	Katrain	...	Dep.	6-10	10-10	14-10	17-40
	17-40	14-10	10-10	6-10	Dep.			Arr.	6- 0	8-30 to 10- 0	12-30 to 14- 0	17- 0 to 17-30
	18-40	15-10	11-10	7-10	Arr.	Manali	..	Dep.	5- 0	7-30 to 9- 0	11-30 to 13- 0	16- 0 to 16-30

DALHOUSIE TRANSPORT NOTICE.

I—UP.

All motor vehicles other than lorries (keeping behind the Mail Car throughout the journey)—

	Arrival.	*Departure.*
Chakki		5-15
Dunera	6-45	6-55
Banikhet	7-30	...

NOTE.—(1) No car will be allowed to pass the gate (see below) ten minutes after the passage of the mail car.

(2) This service will be in force from 1st April up to and including 31st October only.

(3) Should the mail not be in sight fifteen minutes after it is due at Chakki these cars may proceed, provided that they draw aside and allow it to pass should it approach.

II—UP.

	Summer timings (1st April to 31st October).	*Winter timings (1st November to 31st March).*
Leave Chakki ...	09-00	08-15
Arrive Dunera ...	10-45	09-45
Leave Dunera ...	11-00	10-00
Arrive Banikhet ...	13-30	12-00

III—UP.

	Summer timings (1st April to 31st October).	*Winter timings (1st November to 31st March).*
Leave Chakki ...	14-00	13-15
Arrive Dunera ...	15-30	14-45
Leave Dunera ...	15-35	15-00
Arrive Banikhet ...	17-25	17-00

I—DOWN.

		Arrival.	*Departure.*
Banikhet	...	...	5-15
Dunera	...	6-45	6-55
Chakki	...	8-25	...

NOTE.—This service will be in force from 1st April up to and including 31st October only.

II—DOWN.

		(Summer timings).	*(Winter timings).*
Leave Banikhet	...	9-15	8-15
Arrive Dunera	...	10-45	9-45
Leave Dunera	...	11-00	10-00
Arrive Chakki	...	12-45	11-30

III—DOWN.

		(Summer timings).	*(Winter timings).*
Leave Banikhet	...	14-00	13-30
Arrive Dunera	...	14-30	14-45
Leave Dunera	...	15-35	15-00
Arrive Chakki	...	17-10	16-30

NOTE.—From Banikhet to Dalhousie and *vice versa*, two-way traffic is permitted.

NOTE.—When all cars in any service are through the Dunera check, the other service will be allowed to proceed. At Chakki and Banikhet all cars will proceed after signing the Register and will not be held up for timings.

Kulu-Manali Road.

(One-way timed traffic only.)

Timings. (Subject to alteration—refer to Secretary, A. A. N. I., for latest information.)

UP.

		1st service.	*2nd service.*	*3rd service.*	*4th service.*
Kulu	... Dep.	5-45	8-25 to 9-25	12-05 to 12-30	15-10 to 17-10
Katrain	... Arr.	6-45	9-25 to 10-25	13-05 to 13-30	16-10 to 18-10
	Dep.	7-05	10-45	13-50	18-30
Manali	... Arr.	8-05	11-45	14-50	19-30

DOWN.

Manali	... Dep.	5-45	8-25 to 9-25	12-05 to 12-30	15-10 to 17-10
Katrain	... Arr.	6-45	9-25 to 10-25	13-05 to 13-30	16-10 to 18-10
	Dep.	7-05	10-45	13-50	18-30
Kulu	... Arr.	8-05	11-45	14-50	19-30

Kalka-Simla Road.

No tolls are levied and the road journey is not timed in detail, but the journey in either direction must not be completed within less than $3\frac{1}{2}$ hours. Cars are checked at Kalka and Simla.

SECTION III

LISTS.

Hotels, Dak Bungalows, Petrol Stations, Garages registered by the Association, Railway Out-agencies, and Civil Hospitals in Northern India.

Keep your car at its best on Mobiloil



YOUR car represents an important investment, worthy of the care on which its period of service largely depends. Keep it running at its very best on Gargoyle Mobiloil.

Gargoyle Mobiloil will keep your engine free of sludge and gum. These do not lubricate, they harden into carbon, wasting power in friction and wear. On Gargoyle Mobiloil, engines stay clean. You get the power you paid for.

STANDARD-VACUUM OIL COMPANY

CARS RUN BETTER ON Mobiloil



HOTELS IN NORTHERN INDIA.

The following abbreviations are used:—

TA	... telegraphic address.
Tele	... telephone number.
b	... bedrooms or suites.
GA	... garage accommodation.
H & C	... hot and cold running water and modern sanitation.
p.d.	... per diem.
p.m.	... per mensem.
WY	... open the whole year.

Abbottabad.

(*i*) Abbott Hotel, Grand Trunk Road, T.A. Abbott Hotel, 13b; WY; GA;

Tariff:—Single Rs. 5 p.d. Double Rs. 10 p.d;

(*ii*) Hotel Springfield, TA Springfield; 12b; WY. GA;

Tariff:—Rs. 5-8 to Rs. 6 p.d.

Agra.

(*i*) Cecil Hotel, 8, The Mall; TA Cecil; Tele 51; 50b; H & C (21st October to 31st March); GA;

Tariff:—From Rs. 12 p.d.

(*ii*) Laurie's Hotel, 80b; WY; GA;

(*iii*) Imperial, Civil Lines.

(*iv*) Civil & Military.

Ambala.

Parry's Hotel, Ambala Cantt; TA Parrys; 32b; from September to April; GA;

Tariff:—Single Rs. 8 p.d.; Rs. 180 to Rs. 200 p m. Double Rs. 16 p.d.; Rs. 360 to Rs. 400 p.m.

Amritsar.

Cambridge Hotel, Albert Road; 7b; WY; GA;
Tariff:—Single Rs. 8 p.d.: Rs. 180 p.m.

Dalhousie.

(*i*) Stiffle's Arranmore Hotel; TA Stiffle's; Tele 4; 72b (with Grandview); WY;
Tariff:—Rs. 6 to Rs. 10 p.d.

(*ii*) Stiffle's Grandview Hotel; TA Stiffle's; Tele 16; 72b (with Arranmore); from April to October.
Tariff:—Rs. 6 to Rs. 10 p.d.

(*iii*) Central Hotel; TA Central; 9b; WY;

Delhi.

(*i*) Clarke's Hotel, Underhill Road; TA Clarkes; Tele 6385; 40b; H & C; from September to May; GA;
Tariff:—Single Rs. 10 p.d. Double Rs. 20 p.d.

(*ii*) Hotel Cecil; TA Cecil; Tele 5936; 58b; H & C; WY; GA;
Tariff:—Single from Rs. 10 p.d.; Rs. 250 p.m. Double Rs. 20 p.d.; Rs. 500 p.m.

(*iii*) Maiden's Hotel; TA Maidens; Tele 6339; 111b; WY; GA;
Tariff:—Single from Rs. 11 p.d. Double from Rs. 20 p.d.

(*iv*) Swiss Hotel, Curzon House; 42b; WY; GA;
Tariff:—Single Rs. 10 p.d (Summer); Rs. Rs. 12 p.d. (Winter).

Dungagali.

Mokshpuri Hotel, Dungagali *via* Abbottabad; 29b; from May to 30th September.
Tariff:—From Rs. 6 p.d.

Ferozepore.

Club View Hotel, adjoining Officers' Club, Ferozepore ; TA Hotel ; Tele 223 ; 22b ; H & C ; WY ; GA ;

Tariff :—Single from Rs. 9 p.d. ; Rs. 210 p.m. Double from Rs. 20 p.d ; Rs. 390 p.m.

Gulmarg.

Nedou & Sons Hotel, Gulmarg, Kashmir ; TA Nedou ; Tele 6 ; 175b ; from June to 30th September.

Tariff :—Single Rs. 9 to Rs. 12 p.d. ; from Rs. 240 to Rs. 310 p.m. Double Rs. 18 to Rs. 22 p.d. ; from Rs. 480 to Rs. 540 p.m.

Karachi.

(*i*) Bristol Hotel, Sunny Side Road ; A. A. N. I. Registered Hotel ; TA Bristol ; Tele 580 ; 30b ; H & C ; WY ; GA ;

Tariff :—Single from Rs. 9 p.d. Double from Rs. 16 p.d.

(*ii*) Carlton Hotel, Bonus Road ; TA Carlton ; Tele 356 ; 43b ; WY ; GA ;

Tariff :—Single Rs. 9 p.d. ; Rs. 200 p.m.

(*iii*) Killarney Hotel ; TA Killarney ; Tele 862 ; 50b ; H & C ; WY ; GA ;

Tariff :—Rs. 10 to Rs. 15 p.d.

(*iv*) North Western Hotel, Beaumount Road ; TA Western ; Tele 456 ; 45b ; WY ; GA ;

Tariff :—Rs. 6 to Rs. 8 p.d.

Kasauli.

Grand and Kasauli Hotels ; TA Grand ; 40b ; from April to October.

Tariff :—Single Rs. 9 p.d. ; Rs. 225 to Rs. 240 p.m. Double Rs. 18 p.d. ; Rs. 425 to 450 p.m.

Kulu.

Mayflower Hotel ; 12b ; WY ; GA ;
Tariff :—A. A. N. I. Members Rs. 6 p.d., Rs. 180 p.m.
Non-members Rs. 6-8 p.d., Rs. 195 p.m.
Golf, Fishing, Shooting, Tennis.

Lahore.

(*i*) Falleti's Hotel, Egerton Road ; TA Falleti's ; Tele 3392 ; 76b ; WY ; GA ;
Tariff :—Single from Rs. 11 p.d. Double from Rs. 20 p.d.

(*ii*) Nedou's Hotel ; TA Nedou ; Tele 2019 ; 84b ; WY ; GA ;
Tariff :—Single Rs. 10 to Rs. 11 p.d. (Special terms to Commercial travellers.)

(*iii*) Sunny View Hotel, Kashmir House ; TA Sunny View ; Tele 2327 ; 41b ; WY ; GA ;
Tariff :—Single Rs. 9 p.d. ; Rs. 240 p.m. Double Rs. 18 p.d. ; Rs. 500 p.m.

(*iv*) Braganza and Sons Hotel, opposite Railway Station ; TA Braganza Hotel ; Tele 3659 ; 40b ; WY ; GA ;
Tariff :—Rs. 6 to Rs. 9 p.d.

Lucknow.

Royal Hotel ; TA Royal ; Tele 64 ; 75b ; H & C ; 1st October to 1st April ; GA ;
Tariff :—From Rs. 8 p.d.

Murree.

(*i*) Cecil Hotel ; TA Cecil ; Tele 17 ; 31b ; Summer.
Tariff :—Single from Rs. 10 p.d. Double from Rs. 18 p.d.

(*ii*) Chamber's Hotel ; WY ;
Tariff :—Single Rs. 6-8 to Rs. 8-8 p.d. Double Rs. 11-8 to Rs. 13-8 p.d.

(*iii*) Viewforth Hotel ; Tele 180 ; 31b ; Summer.

(*iv*) Brightlands Hotel ; Tele 20 ; 34b ; Summer ; H & C.

Mussoorie.

(*i*) Charleville Hotel; TA Charlevil; Tele 11; 120b; from 1st April to 31st October.
Tariff:—Rs. 7 p.d.

(*ii*) Chapman's Agency Hotel, Rajpur (3 miles from Mussoorie); TA Chapman, Rajpur; Tele 602, Dehra Dun; 12 Mussoorie; 10b; WY; GA at Rajpur and Bhatta.
Tariff:—Rs. 5 p.d.

(*iii*) Connaught Castle; Tele 58; 19b; WY;
Tariff:—Rs. 4 to Rs. 8 p.d.

(*iv*) Hotel Kashmir; Tele 113; TA Hotel Kashmir; 10b; from April to October.
Tariff:—Single Rs. 6 p.d.; Rs. 135 p.m. Double Rs. 8-8 p.d.; Rs. 187-8 to Rs. 262-8 p.m.

Naini Tal.

(*i*) Hotel Metropole; TA Metropole; Tele 24; 80b; WY;
Tariff:—Single Rs. 7 to Rs. 8 p.d.; Rs. 200 to Rs. 240 p.m.

(*ii*) Royal Hotel; TA Royal; Tele 6; 75b; from March to November.
Tariff:—Single Rs. 8 to Rs. 9 p.d. Double suites Rs. 14 to Rs. 16 p.d.

Peshawar,

(*i*) Dean's Hotel; TA Deans'; Tele 81; 29b; WY; GA;
Tariff:—Single from Rs. 11 p.d. Double from Rs. 20 p.d.

(*ii*) Officers' Boarding House; TA Officers Boarding House; Tele 202; 10b; WY; GA;
Tariff:—Single Rs. 8 p.d.; Rs. 210 p.m. Double Rs. 15 p.d.; Rs. 380 p.m.

(*iii*) Services Hotel. (For Officers of His Majesty's Military and Air Forces.)

Quetta.

Stanyon's Hotel ; TA Stanyons ; Tele 260 ;

Tariff :—Single Rs. 7 p.d. ; Rs. 180 p.m. Double Rs. 330 to Rs. 360 p.m.

Rawalpindi.

(*i*) Flashman's Hotel ; TA Flashman ; Tele 201 ; 61b ; GA ;

Tariff :—Single from Rs. 11 p.d. Double from Rs. 20 p.d.

(*ii*) Glenview Hotel, 205 Magdala Road ; TA Glenview Hotel ; 12b ; WY ; GA ;

Tariff :—Single Rs. 7 p.d. Double Rs. 13 p.d.

(*iii*) Grand Hotel, Edwardes Road ; TA Grand Hotel ; 20b ; WY ; GA ;

Tariff :—Rs. 7 p.d.

(*iv*) Brightlands Hotel ; Tele 434 ; 26b ; WY ; GA ; H & C.

Sialkot.

Mountview Hotel, Sialkot Cantt ; A.A.N.I. Registered Hotel ; TA Deluxe ; Tele 95 ; 30b : WY ; GA ;

Tariff :—Single ; members Rs. 6 ; non-members, Rs. 7 p.d.

Simla.

(*i*) Cecil Hotel ; TA "Cecil" ; Tele 473 ; 135b ; Summer ; GA ;

Tariff :—Single from Rs. 12 p.d. Double from Rs. 20 p.d.

(*ii*) Clarke's Hotel, The Mall ; TA Clarke's ; 44b ; H & C ; WY ;

Tariff :—Single Rs. 10 p.d. Double Rs. 20 p.d.

(*iii*) Corstorphan's Hotel ; TA " Gorstor " ; Tele 834 ; 62b ; Summer ;

Tariff :—Single from Rs. 10 p.d. Double from Rs. 18 p.d.

(*iv*) Gables Hotel, Mashobra, *via* Simla ; TA Gables ; Tele 3928 ; 30b ; from April to 18th October.

Tariff :—Rs. 10 p.d. ; from Rs. 210 p.m.

(*v*) Grand Hotel ; TA " Grand," Simla ; Tele 2121 ;

Tariff :—From Rs. 10 p.d. Single Rs. 250 p.m. Double Rs. 500 p.m.

(*vi*) Hotel Blessington, Simla ; TA Hotel Blessington ; Tele 2424 ; 12b ; WY ;

Tariff :—From Rs. 5 p.d.

(*vii*) Wildflower Hall Hotel, Mahasu *via* Simla ; TA Wildflower Hotel ; Tele 3934 ; 40b ; from 1st April to 31st October.

Tariff :—Single Rs. 10 p.d. ; from Rs. 220 to Rs. 300 p.m. Double Rs. 20 p.d. Children Rs. 50 to Rs. 60 p.m. Rickshaws with 4 coolies Rs. 5 p.d.

Srinagar.

Nedou & Sons Hotel ; TA Nedou ; Tele 24 ; 78b ; WY ; GA ;

Tariff :—Single Rs. 9 to Rs. 11 p.d. ; Rs. 230 to Rs. 280 p.m. Double Rs. 20 p.d. ; Rs. 320 p.m.

HOTELS IN INDIA.

AGRA ...	Cecil	...	8, The Mall
	Laurie's	...	Agra
	Imperial	...	Civil Lines
	Civil & Military	...	
ALLAHABAD...	Grand	...	4, Canning Road
	Alliance	...	27, Canning Road
	Central	...	20, South Road
ABBOTTABAD	Abbot	...	
AMRITSAR ..	Cambridge	...	
	Amritsar	...	
AMBALA ...	Parry's	...	
	Lawrence	...	127, Staff Road
	Robinson's	...	Victoria Staff Road
	Royal	...	Near Railway Station
AMBALA CANTT.			
BANGALORE ...	Stapelton Lodge Boarding House...		37, Infantry Road
	Central	...	St. Mark's Square
	Cubbon	...	
	Lavender's	...	1, Infantry Road
	West End	...	High Ground
	Silverdale	...	Cubbon Road
BARODA ...	Guest House	...	
BENARES ...	Clark's	...	Cantonment
	De Paris	...	,,
BOMBAY ...	Majestic	...	Wodehouse Road
	Taj Mahal	...	
	Grand	...	Ballard Pier
	Green's Hotel & Rest.	...	
	Pyrke's Appollo Hotel	...	
	Watson Esplanade		

BHOPAL ...	Ruby ...	Opposite Station
	Bhopal ...	
BAREILLY ...	Bareilly ...	
CALCUTTA ...	Killarney Lodge	3, Wood Street
	Ritz ...	3, Harrington Street
	Continental ...	12, Chowringhee Road
	Grand ...	15, Chowringhee Road
	Great Eastern ...	1, Old Court House Road
	Spence's ...	4, Wellesley Place
CAWNPORE ...	Civil and Military.	
	Barkeley House.	
COONOOR (MADRAS)	Glenview	
CHAKRATA ...	Snow View Hotel	
CALICUT ...	Empress ...	
	Hardinge ...	
COCHIN ...	Hardinge ...	
DARJEELING	Mount Everest...	
	Park ...	
	Rockville ...	
	Bellevue ...	
DELHI ...	Cecil ...	
	Maiden's ...	Alipore Road
	Clarke's ...	Underhill Road
	Swiss ...	Curzon House
	Woodland's ...	Bela Road
NEW DEIHI	Hotel Marina ...	
DEOLALI ...	Coronation ...	
DUNGAGALI	Mokshpuri Hotel	
DALHOUSIE...	Stiffle's Arranmore	
	,, Grand ...	
	Central ...	

DEHRADUN ...	Alexandra ...		
FEROZEPORE	Club View ...		
GULMARG ...	Nedou's ...		
GWALLIOR ...	Grand ...		
GOA ...	Republica ...		
	Central ...		
HYDERABAD (DECCAN)	Montgomery		
,, (SIND)	Royal ...		
JAIPUR ...	Jaipur ...		
	Kaisar-I-Hind		
	New ...		
JUBBULPORE...	Jackson's ...		
	Royal ...		
	Victoria Hall...	64, Civil Lines	
JAMNAGAR ...	Carlton ...		
KARACHI ...	Bristol ...	Sunny Side	
	Carlton ...	Bonus Road	
	Central ...		
KULU ...	Mayflower ...		
KALIMPONG...	Hillview ...		
KALKA ...	Laurie's ...		
KASAULI ...	Grand ...		
	Kasauli ...		
KOTAGIRI ...	Mountain ...		
KURSEONG ...	Clarendon ...		
	Rocks ...		
	Whiston House		
	Woodhill Boarding House ...		
LAHORE ...	Falettis' ...		
	Nedou's ...	The Mall	
	Stiffle's ...	The Mall	
	Cecil ...	Queen's Road	

LUCKNOW ...	Carlton	...	Shanazuf Road
	Royal	...	Abbott Road
	Civil & Military		
	Wellington	...	
MADRAS ...	Bosotto	...	Mount Road
	Connemara	...	,,
	Spencer	...	,,
MOUNT ABU...	Rajputana	...	
MURREE ...	Cecil	...	
	Metropole	...	
	Lockwood	...	
	Imperial	...	
	Viewforth	...	
MUSSOORIE ...	Charleville	...	Happy Valley
	Hakman's Grand		
	Savoy	...	
MAHABLESH-WAR ...	Hotel Ripon	...	
MAHASU (SIMLA) ...	Wildflower	...	
MASHOBRA (SIMLA) ...	Gables	...	
MEERUT ...	Royal	...	
	Bengal	...	
NAINITAL ...	Metropole	...	
	Royal	...	
OOTACAMUND	Savoy	...	
	Westward	...	
	Wellington	...	
PESHAWAR ...	Dean's	...	
POONA ...	Majestic	...	Connaught Road
	Connaught	...	
	Grand	...	7, Arsenal Road
	Napier	...	
	Ramona	...	5, Wellesley Road

PATNA	... Grand ...	
PACHMARI	... Hill Hotel ...	
QUETTA	... Stayon's ...	Queen's Road
RAJPORE	(D. DUN) Chapman's Hotel Agency	
RANCHI	... B. N. R. ...	
RANGOON	... Minto Mansion	20, Halpin Road
	Royal ...	Merchant Street
	Strand ...	Strand Road
RAWALPINDI	Metropole ...	
	Flashman's ...	The Mall
RANIKHET	... Norton's Boarding House ...	
SECUNDERABAD	... Percy's ...	
	Majestic ...	
	Montgomery's.	
SHILLONG	... Pinewood ...	
	La Chaumiere	
	Fondale ...	
	The Bennie Brae Boarding House	
SIMLA	... Cecil ...	Chaura Madan
	Corstrophan's	
	Clark's ...	The Mall
SRINAGAR	... Nedou's ...	
SIALKOT CANTT.	... Mount View ...	
WALTAIR	... Beach ...	
	Sea View ...	
UDAIPUR	... Udaipur State	

DAK BUNGALOWS AND REST HOUSES IN THE PUNJAB, KASHMIR AND DELHI.

Dak Bungalows.

The Dak Bungalows in the Punjab vary very considerably in size, cleanliness and accessibility for the motorist, but generally speaking, the motorist is well and cheaply looked after. Between the months of May and October it is advisable to book rooms in advance when travelling on any of the more heavily used roads. A telegram addressed to the Khansamah stating probable time of arrival is sufficient and usually saves disappointment at popular Dak Bungalows.

In Dak Bungalows the rooms are generally clean, well ventilated and provided with the necessary furniture. A Khidmatgar is in charge, and can usually prepare a decent meal at short notice.

Travellers can claim shelter in these bungalows for twenty-four hours for which they must pay a fee of Rs. 1-8 per head. Three rupees become due for twenty-five hours, Rs. 4-8 for forty-nine hours' occupancy and so on. There are, however, special rules and rates for bungalows in the Simla District.

The list of Dak Bungalows in the Punjab is at present undergoing considerable revision, as many of the bungalows which are not now used to any great extent, are being converted to other uses or disposed of.

Rest-Houses.

1. Sessions houses and rest-houses belonging to the several departments of the Punjab Government are provided for the accommodation of Government officials while on inspection or other duty. When not so required they may be used by non-officials or officials not on duty provided that permission is *previously* obtained from the departmental officer-in-charge of the building.

P. W. D. Rest-Houses.

The Buildings and Roads Branch rest-houses and inspection bungalows are intended primarily for the use of gazetted officers of that Branch on duty and such officers have a prior claim to occupation ; but gazetted officers not below the rank of Provincial Service Officers of other departments travelling on duty, are also entitled to free occupation.

Except in case of emergency, every officer is expected to obtain a pass from the Executive Engineer concerned for permission to occupy a rest-house and chowkidars have orders only to open their rest-houses on the production of a pass, but should a traveller be compelled to seek shelter in case of emergency, he should enter his name in the bungalow book, pay the prescribed fees, and leave an explanatory note addressed to the Executive Engineer.

Passes to occupy rest-houses on payment of rent may also be issued to officers who are not travelling on duty and to private individuals, where this can be done without inconvenience to officers on duty requiring accommodation.

To avoid any misunderstanding, travellers are recommended to apply at least seven days in advance, giving dates of probable arrival and departure.

2. The officer-in-charge is, in the case of—

(1) P. W. D. rest-houses	...The Excecutive Engineer of the Division.
(2) Civil rest-houses	...The Deputy Commissioner of the District.
(3) Sessions houses	...The Sessions Judge.
(4) Police rest-houses	...The Superintendent of Police of the District.
(5) District Board rest-houses	...The Chairman or the Secretary of the Board.

Rent is charged for the use of these rest-houses at from eight annas to one rupee per head per diem. Travellers must conform to the rules hung up in each rest-house and pay for any damage done.

Dak Bungalows in the Punjab, Kashmir and Delhi.

Abbottabad.
Ajula.
Akalgarh.
Alijaj.
Ambala.

Baghi.
Bagnotar.
Bahli.
Baijnath.
Bajaura.
Banda Daudshah.
Banihal.
Baramulla.
Batote.
Beas.
Bhagtanwala.
Bhakkar.
Bhareri.
Bharwain.
Bhindi Sayyedan.
Bonaghar.

Chabal.
Chak.
Chak Ramdas.
Chakwal.
Chandlagali.
Chegawan.
Chillianwala.
Chinari.
Chittidil.
Choi.

Dabbi.
Dabwali.
Dadh.
Dungagali.
Daryakhan.
Daska.
Daulatnagar.
Dehra.
Dera Ghazi Khan.
Dera Ismail Khan.
Dewan Khera.
Dhar.
Dharmsala, Lower.
Dharama.
Dharmkot.
Dhanala.
Dina.
Dinga.
Domel.
Domeli.
Dulai.

Eminabad.

Fagu.
Fazilka.
Ferozepore.

Gagret.
Ganeshpur Garhi.
Gari Habibullah.
Ghakhar.
Ghallkhurd.
Gilpan.
Gojra.
Gujranwala.
Gurdaspur.
Gujrat.
Gurgaon.
Gungial.

Hadali.
Hafizabad.
Hangu.
Haripur.
Hassanabdal.
Hissar.
Hoshiarpur.

Islamabad.

Jacobabad.
Jalalpur.
Jalalpur Jattan.
Jammu.
Jand.
Jandiala.
Jaranwala.
Jhabbran.
Jahwarian.
Jhelum.
Jeheog.
Jullundur Cantt.

Kailaski.
Kalapani.
Kala Shah Kaku.
Kamanmeshani.
Kamoki.
Kangra.
Kaniab.
Kanvan.
Karnal.
Kasauli.
Katha.
Kathinagal.
Kathunangal.
Kathwari.
Kitanabad.
Khanewal.
Khewra.
Khushab.
Kohala.
Kohat.
Kot Isa Khan.
Kotla.
Kot Arab Ali Khan.
Kud.
Kulu.

Labian.
Lakkarwa.
Laksin.
Lodipur.
Lopoki.
Ludhiana.
Lulliani.
Luri.
Lyallpur.

Mahraj.
Majjuchak.
Makha.
Mallanwala.
Manali.
Manawala.
Mankera.
Manra.
Mansehra.
Matani.
Matiana.
Mehna.
Mehta.
Miani.
Mianwali.
Miranpur.
Mitha Tiwana.
Montgomery.
Mudki.
Muktsar.
Multan.
Muridki.
Murtazapur.
Muzaffargarh.

Nihang.
Norkanda.
Nowshera.
Nurewala.
Nurpur (Kangra).

Ogla.

Palampur.
Panipat,
Pattoki.
Pathankot.
Patti.
Peshawar.
Pezu.
Phaba.
Pind Dadan Khan.

Qadarabad.
Quetta,
Qutab (near Badarpur).

Ramban.
Rampur.
Rohtak.

Sadullapur.
Sahiwal.
Sanghoi.
Sargodha.
Shahpur.
Sheikhupura.
Sheikhbudin.
Shorkot Road.
Sialkot Cantt.
Sibi.
Sikhanwala.
Sirhali Kalan.
Sirsa.
Sodhi.
Sohawa.
Solon.
Srinagar.
Sukheki.
Sukkur.
Sungri.

Tandlianwala.
Thai.
Thall.
Thandiana.
Tilla.
Tret.

Uchhali.
Udhampur.
Uri.

Vaneki.

Wadhi.
Wazirabad.

Yarrik.

Zira.

MEMBERS' ADDRESSES.

Members are requested to inform the Secretary immediately of any change of address.

Rest-Houses in the Punjab and Delhi.

AMBALA DIVISION.

HISSAR DISTRICT.

Hissar	... P. W. D.
Chaudhirwas	... Distt. Board.
Dhiwani Khera	... ,,
Bhiwani	... ,,
Kairu	... ,,
Bhariwas	... ,,
Tosham	... ,,
Fatehabad	... P. W. D.
Bahuna ...	... Distt. Board.
Budhlada	... ,,
Dharsul Kalan	... ,,
Dabwali	... P. W. D.
Chautala	... Distt. Board.
Rori	... ,,
Pipli	... P. W. D.
Odham	... ,,
Darba Kalan	... Distt. Board.
Sahuwala	... P. W. D.
Sirsa	... Police.
Rania	... ,,
Ellanabad	... ,,
Jamal	... ,,
Siwani	... ,,
Bahal	... ,,
Rattia	... ,,
Barwala	... ,,
Balsamand	... ,,
Aharwan	... Distt. Board.

ROHTAK DISTRICT.

Rohtak	... P. W. D.
Jhajjar	... Civil
Zahidpur	... ,,
Chhuchhakwas	... ,,
Gohana	... ,,
Sonepat	... Distt. Board.
Bahadurgarh	... P. W. D.
Jahazgarh	... Distt. Board.
Patauda	... ,,
Salhawas	... ,,
Khar Khauda	... Police.
Kalanaur	... Police.
Mahm	... Police & P. W. D.
Badli	... Police.
Beri	... ,,
Rai	... P. W. D.
Larsauli	... ,,

GURGAON DISTRICT.

Gurgaon	... P. W. D.
Faridabad	... Distt. Board.
Hodal	... P. W. D.
Farrukhnagar	... Distt. Board.
Bhundsi	... ,,
Jutsana	... ,,
Sohna	... ,,
Dharuhera	... ,,
Jaindapur	... ,,
Nuh	... ,,
Palwal	... ,,
Shahjahanpur Rewari	,,
Kalinjar	... ,,
Hathin	... ,,
Bhadas	... ,,
Rewari	... ,,
Hassanpur	... ,,
Mandkanla	... ,,
Ballabgarh	... ,,
Sadhrana	... ,,

KARNAL DISTRICT.

Panipat	... Distt. Board.
Panipat	... P. W. D.
Pehowa	... Distt. Board.
Ladwa	... P. W. D.
Thanesar	... Distt. Board.
Guhla	... ,,
Singhaur	... ,,
Kaithal	... P. W. D.
Bhagal	... Distt. Board.
Pundri	... ,,
Malikpur (Sarsuti Canal)	,,
Karnal	... P. W. D.
Semalkha	... ,,

Gharaunda	... P. W. D.
Gharaunda	... Police.
Butana	.. P. W. D.
Pipli	... ,,
Shahabad	... ,,
Nisang	... Police.
Asandh	... ,,
Rajaundh	... ,,

AMBALA DISTRICT.

Ambala Cantt.	... P. W. D.
Morinda	... Distt. Board.
Kharar	... ,,
Chandigarh	... P. W. D.
Mubarikpur	... ,,
Naraingarh	... ,,
Sadhaura	... Distt. Board.
Bilaspur	... Police.
Mullana	... Distt. Board.
Jagadhri	... ,,
Kalka	... P. W. D.
Naggal	... Distt. Board.
Bharatgarh	... ,,
Mirzapur	... P. W. D.
Kurali	... ,,
Ratiwala	... ,,
Kasauli	... ,,

SIMLA DISTRICT.

Kufri	... P. W. D.
Thanedar	... ,,
Nirith	... ,,
Rampur	... ,,
Gaura	... ,,
Sarahan	... ,,
Taranda	... ,,
Paunda	... ,,
Wangtu	... ,,
Urni	... ,,
Rogi	... ,,
Pangi	... ,,
Jangi	... ,,
Kanam	... ,,
Shiasu	... ,,
Poo	... P. W. D.
Naldera	... ,,
Basantpur	... ,,
Koti	... ,,
Dharampur	... ,,
Baroghat	... ,,
Kiarighat	... ,,

JULLUNDUR DIVISION.

KANGRA DISTRICT.

Kotla	... P. W. D.
Bahota	... Civil
Chetru	... P. W. D.
Hamirpur	... Distt. Board.
Indaura	... Police.
Jowali	... Civil.
Jowalamukhi	... Police.
Nagrota (Bhatalu)	P. W. D.
Ranital	... Civil.
Sujanpur Tirah	... ,,
Thural	... ,,
Haripur	... ,,
Chakki	... P. W. D.

KULU SUB-DIVISION.

Kailong	... Civil.
Patseo	... P. W. D.
Wispa	... ,,
Sisu	... Civil.
Koksar	... ,,
Gondla	... P. W. D.
Koti	... Civil.
Rala	... P. W. D.
Katrain	... Civil.
Karaun	... ,,
Naggar	... ,,
Larji	... ,,
Manglaur	... ,,
Sojah	... ,,
Khanag	... ,,
Bathad	... ,,
Banjar	... P. W. D.
Pandoh	... ,,

HOSHIARPUR DISTRICT.

Hariana	... Distt. Board.
Bullowal	... ,,
Nara	... ,,
Mangowal	... ,,
Mukerian	... ,,
Hajipur	... ,,
Talwara	... ,,
Mahilpur	... ,,
Tanda	... ,,
Mehtiana	... ,,
Garshankar	... ,,
Balachaur	... ,,
Maili	... ,,
Una	... ,,
Bankhandi	... ,,
Bhalan	,,
Nurpur	... ,,
Anandpur	... ,,
Jowar	... ,,
Churroo	... ,,
Daulatpur	... ,,
Amb	... ,,
Guzar Nangal	... ,,
Churrian	... P. W. D.
Dasuya	... Distt. Board.

JULLUNDUR DISTRICT.

Bhogpur	... Distt. Board.
Kartarpur	... P. W. D.
Lohian	... Distt. Board.
Humbowal	... P. W. D.
Phagwara	... ,,
Shahkot	... Police.
Nawanshahr	... Distt. Board.
Nakodar	... Municipality.
Phillaur	... P. W. D.
Phillaur	... Distt. Board.
Phillaur	... Police.
Nurmahal	... Municipality.
Banga	... Distt. Board.
Rohan	... Municipality.

LUDHIANA DISTRICT.

Ludhiana	... P. W. D.
Jagraon (Kalaran)	,,
Jagraon	... Distt. Board.
Sahnewal	... Police.
Khanna	... P. W. D.
Pandori	... Distt. Board.
Samrala	... ,,
Kohara	,,

FEROZEPORE DISTRICT.

Ferozepore	... Railway.
Fazilka	... Distt. Board.
Nathana	... ,,
Muktsar	... ,,
Muktsar	... Railway.
Moga	... Distt. Board.
Nihalsingwala	... Police.
Kot Bhai	... ,,
Malout	... ,,
Kot Kapura	... Railway.
Baghapurana	... Distt. Board.
Zira	... ,,
Dharmkot	... ,,
Abohar	... Municipality
Dagru	... P. W. D.
Mallanwala	... Distt. Board.
Makhu	... ,,

LAHORE DIVISION.

LAHORE DISTRICT.

Kanganpur	... Police.
Chuag	... ,,
Gandasinghwala	... P. W. D.
Kasur	... ,,
Kana Kachha	... ,,
Changa Manga	... Railway.
Chunian	... Civil.
Munawan	... ,,
Sarai Moghal	... ,,

AMRITSAR DISTRICT.

Amritsar	... Civil.
Amritsar	... P. W. D.
Bale	... Distt. Board.
Gharinda	... ,,
Kakkar	... ,,
Majitha	... ,,
Ramdas	... ,,
Tarn Taran	... ,,
Attari	... P. W. D.

GURDASPUR DISTRICT.

Gurdaspur	... P. W. D.
Pathankot	... ,,
Kathori	... ,,
Daniara	... ,,
Dalhousie	... ,,
Dalhousie	... Police.
Dinanagar	... Distt Board.
Kalanour	... ,,
Dera Baba Nanak	... ,,
Batala	... ,,
Mamul	... ,,
Narot Jaimal Singh	,,
Shahpur	... ,,
Dunera	... ,,
Mirthal	... ,,
Shahgarib	... ,,
Shakargarh	... ,,
Ikhlaspur	... ,,
Kot Naina	... ,,

SIALKOT DISTRICT.

Kulluwal	... Distt. Board.
Phulkian	... ,,
Bhallowali	... ,,
Sialkot Sadr	... P. W. D.
Ghuinke	... Police.
Sambrial	... Distt. Board.
Akbar	... ,,
Satrah	... ,,
Phillaur	... ,,
Pasrur	... ,,
Badiana	... ,,
Maharajke	... ,,
Chawinda	... Civil.
Raya	... Distt. Board.
Narowal	... ,,
Nidoke	... ,,
Nakhnal	... ,,
Dhamthal	... ,,
Zafarwal	... ,,
Sialkot	... ,,
Koreke (Gullu Shah)	,,

GUJRANWALA DISTRICT.

Wazirabad	... Civil.
Wazirabad	... P. W. D.
Ramnagar	... Distt. Board.
Akalgarh	... ,,
Ghakhar	... ,,
Ghakhar	... P. W. D.
Kailaski	... Distt. Board.
Jalalpur	... ,,
Killa Didar Singh	... P. W. D.
Gujranwala	...Municipality.
Naushehra	... Distt. Board.
Eminabad	... ,,
Kamoki	... ,,
Sadhoke	... P. W. D.
Nokhar	... Distt. Board.
Sukheki	... ,,
Vaneki	... ,,
Killa Didar Singh	... ,,
Pindi Bhattian	... P. W. D.
Pindi Bhattian	... Distt. Board.
Hafizabad	... ,,
Gujranwala	...Municipality.
Sheikhupura	... P. W. D. (Combined Rest-house.)
Mandhiali	... P. W. D.
Sharakpur	... ,,
Khangah Dogran	... ,,
Chuharkana	... ,,
Chuharkana	... Distt. Board.
Sheikhupura	... ,,
Sangla Hill	... ,,
Shah Kot	... ,,
Nankana Sahib	... ,,

RAWALPINDI DIVISION.

GUJRAT DISTRICT.

Bhalopur	... Civil.
Besa	... ,,
Kharian	... P. W. D.
Malakwal	... Civil.
Mong	... Distt. Board.
Banni	... ,,
Gujrat	... P. W. D.

Lalamusa	... P. W. D.
Lalamusa	... Civil.
Lalamusa	... Railway.
Kharianwala	... Police.
Pahrianwali	... ,,
Sohawan	... ,,
Miana Gonda	... ,,
Serai Alamgir (Aurangabad)	... P. W. D.

SHAHPUR DISTRICT.

Bhalwal	... Civil.
Phularwan	... ,,
Midh Ranjha	... ,,
Silanwali	... ,,
Shah Nikdur	... ,,
Pail	... ,,
Naushera	... ,,
Naushera	... Police.
Roda	... Civil.
Nurpur	... ,,
Nurpur	... Police.
Dharama, New.	... Civil.
Sargodha	... P. W. D.
Sargodha	... Railway.
Shahpur	... P. W. D.
Kot Mo nan	... Railway.
Kot Moman	... Police.
Gunjial	... Railway.
Khushab	... ,,
Bhera	... Dist. Board.
Dhaulka	... ,,

JHELUM DISTRICT.

Sohawa	... Railway.
Tarki	... ,,
Ara	... Civil.
Balkesar	... ,,
Chakwal	... ,,
Choa Saidan Shah	,,
Dhudhial	... ,,
Duman	... ,,
Bhown	... ,,
Dhek Talian	... ,,
Gura Uttam Singh	Civil.
Mangwal	... ,,
Mogli	... ,,
Nurpur	... ,,
Pind Dadan Khan	,,
Rupwal	... ,,
Sardhi	... ,,
Sheikhupura	... ,,
Tibi Sayadan (Chak Chakora)	... ,,
Kalar Kahar	... Police.
Nila	... ,,
Jalalpur	... ,,
Lilla	... ,,
Lilla	... Railway.
Jhelum	... P. W. D.
Jhelum	... Railway.
Rohtas	... Civil.
Tilla	... ,,
Dina	... P. W. D.
Dina	... Railway.
Domeli	... ,,
Mehro Pillo	... Civil.

RAWALPINDI DISTRICT.

Missa Keswal	... P. W. D.
Gujar Khan	... Civil.
Chihari	... P. W. D.
Mandra	... Police.
Loabani	... P. W. D.
Rawalpindi	... Railway.
Kallar	... Police.
Kahuta	... Civil.
Kahuta	... Police.
Sang Jani	... P. W. D.
Serai Kala	... ,,
Kanerkas	... P. W. D.
Karor	... Civil.
Kotli	... Police.
Murree	... P. W. D.
Tret	... ,,
Barra Cow	... Distt. Board.
Rewat (Murree Tahsil)	... P. W. D.
Rewat (Rawalpindi Tahsil)	... Police.
Jatli	... ,,

ATTOCK DISTRICT.

Attock	... Civil
Attock	... P. W. D.
Campbellpur	... Civil.
Campbellpur	... Distt. Board.
Campbellpur	... Railway.
Burhan	... ,,
Hazro	... Civil.
Hazro	... Police.
Hutti	... P. W. D.
Hassan Abdal	... ,,
Hassan Abdal	... Police.
Hassan Abdal	... Railway.
Jand	... Police.
Basal	... Civil.
Injra	... ,,
Fateh Jang	... ,,
Chakri	... ,,
Jabbi	... ,,
Majahad	... ,,
Khaur	... ,,
Chountra	... Police.
Makhad	... ,,
Pind Sultani	... ,,
Gali Jagir	... P. W. D.
Jhang	... Civil.
Pindi Gheb	... ,,
Pindi Gheb	... Police
Thutti Nur Ahmad Shah.	Civil.
Naka Tut	... ,,
Tallagang	... ,,
Iava	... ,,
Mial	... ,,
Tral	... ,,
Dhok Pathan	... ,,
Tamman	... ,,
Tamman	... Police.
Sangwloa	... ,,
Mianwala	... Civil.
Sakesar	... ,,

MIANWALI DISTRICT.

Maibal	... Police.
Bhakkar	... Railway.
Behal	... Civil.
Kalur Kot	... Civil.
Kalur Kot	... Railway.
Kalabagh	... Civil.
Mari	... Salt (Custom).
Mari	... Railway.
Isa Khel	... Civil.
Musa Khel	... ,,
Musa Khel	... Salt (Custom).
Numal	... Civil.
Chhidru	... Salt (Custom.)
Kundian	... Civil.
Kundian	... Railway.
Wan Bhachran	... Civil.
Mochh	... ,,
Sakesar	... ,,
Chakrala	... ,,
Piplan	... Railway.
Piplan	... Civil.
Daud Khel	... Railway.
Daud Khel	... Civil.
Shah Alum	... Railway.
Shah Alum	... Civil.
Jhandanwala	... ,,
Mianwali	... ,,
Massan	... ,,
Massan	... Railway.
Chapri	... Civil
Tobiser	... ,,
Malla Khel	... ,,
Harnoli	... ,,

MULTAN DIVISION.

MONTGOMERY DISTRICT.

Montgomery	... P. W. D.
Kamalia	... Civil.
Chichawatni	... ,,
Nurshah	... ,,
Kabir	... Police.
Harrapa	... ,,
Gugera	... Civil.
Okara	... ,,
Jandraha	... Distt. Board.
Akbar	... Civil.

Dipalpur	... Distt. Board.
Hujrah	... Police.
Haveli	... ,,
Attari	... ,,
Shergarh	... Civil.
Basirpur	... Distt. Board.
Pakpattan	... ,,
Qubula	... ,,
Rokullan	... ,,
Nurpur	... ,,
Sheikh Fazil	... ,,

LYALLPUR DISTRICT.

Chak Jhumra	... Distt. Board.
Dij Kot	... ,,
Khurianwala	... ,,
Samundri	... ,,
Gojra	... ,,
Tandlianwala	... ,,
Jaranwalla	... ,,
Lyallpur	... P. W. D.
Lyallpur	... Railway.

JHANG DISTRICT.

Chund	... Distt. Board.
Shorkot	... ,,
Ahmadpur	... ,,
Bukhari	... ,,
Barana	... ,,
Kot Sultan	... ,,
Haveli Bahadur Shah	,,
Massan	... ,,
Bhamb	... ,,
Bhowana	... ,,
Machiwal	... Police.
Garh Maharaja	... ,,
Kot Mapal	... ,,
Khewa	... ,,
Shorkot Road	... Railway
Atharan Hazari	... P. W. D.
Diraj	... ,,
Chiniot	... Distt. Board.

MULTAN DISTRICT.

Makhdum Rashid	... Distt. Board.
Mailsi	... ,,
Tibba	... ,,
Tulamba	... ,,
Channun	... ,,
Kabirwala	... ,,
Abdul Hakim	... ,,
Serai Sidhu	... ,,
Basti Maluk	... ,,
Gawen	... ,,
Sahuka	... ,,
Lalera	... ,,
Dunnyapur	... Police
Pukhi Mian	... ,,
Makhdumpur	... Distt. Board.

MULTAN DISTRICT, CANTT.

Narol	... Distt. Board.
Kabirwala	... Civil.
Mailsi	... ,,
Multan	... P. W. D.
Khanewal	... Civil.
Lodhran	... Distt. Board.

MUZAFFARGARH DISTRICT.

Qureshi	... Distt. Board.
Qureshi	... Police.
Chenab West Bank	... Railway.
Langer Serai	... Police.
Alipur	... Distt. Board.
Khanwah	... ,,
Shahr Sultan	... ,,
Sitpur	... Police.
Daira Din Panah	... Distt. Board
Daira Din Panah	... Railway.
Ghazi Ghat	... P. W. D.
Mahmud Kot	... Railway.
Mahmud Kot	... Police.
Munda	... ,,
Kot Adu	... Distt. Board.
Leiah	... ,,
Leiah	... Railway.
Karor	... Distt. Board.
Karor	... Railway.

Laskaniwala	... Distt. Board.
Chaubara	... ,,
Kot Sultan	... Railway.

DERA GHAZI KHAN DISTRICT.

Sakhi Sarwar	... P. W. D.
Rakhi Munh	... ,,
Gerdoo	... ,,
Khar	... ,,
Dera Ghazi Khan	... ,,
Draman	... ,,
Gadai	... ,,
Kot Chutta	... ,,

Jampur	... P. W. D.
Dajal	... ,,
Ranjanpur	... ,,
Mithankot	... ,,
Yaru	...Distt. Board.
Tannsa	... ,,
Retra	... ,,
Vehoa	... ,,

DELHI DISTRICT.

Qutab (Mahrauli)	... P. W. D.

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NEW DELHI.

DAK BUNGALOWS AND REST-HOUSES IN THE N.-W. F. PROVINCE.

Dak Bungalows.

These are under the rules which apply in the Punjab, and are available for occupation by all travellers. They are administered under the orders of the Deputy Commissioner in whose District they are situated.

PESHAWAR DISTRICT.
- Matanni.
- Nowshera.
- Peshawar.

KOHAT DISTRICT.
- Banda Daud Shah.
- Hangu.
- Kohat.
- Thall.

BANNU DISTRICT.
- Bannu.
- Pezu

DERAJAT DISTRICT.
- Dera Ismail Khan.
- Sheikh Budin.
- Yarrik.

HAZARA DISTRICT.
- Abbottabad.
- Barnotar.
- Changlagali.
- Dungagali.
- Garhi Habib Ullah.
- Haripur.
- Kalapani.
- Mansehra.
- Thai.
- Thandiani.

Rest-Houses.

Rest-Houses in North-West Frontier Province are divided into the following categories :—

Circuit Houses.
Sessions Houses.
Civil Rest-Houses.
Provincial (Public Works Department) Rest-Houses.
Police Rest-Houses (some of which are situated in Police Stations).
Civil (Frontier Constabulary) Rest-Houses which are situated in Frontier Constabulary Posts.
Civil (Militia) Rest-Houses, which are situated in Militia and Scout Posts.
Political Rest-Houses.
District Board Rest-Houses.
Forest Department Rest-Houses.
Irrigation Department Rest-Houses.
Military and Military Engineer Service Rest-Houses.

The following list includes Rest-Houses of all categories in the North-West Frontier Province, together with the designation of the officer to whom application should be made for permission to occupy them.

List of Circuit, Sessions and Rest-Houses in North-West Frontier Province.

Station.	Category.	Officer from whom permission for occupation should be obtained.
	PESHAWAR DISTRICT.	
*Abazai	P. W. D.	XEN., Peshawar.
,, ...	Irrigation	Executive Engineer, Irrigation, Mardan.
Aimal Chabutra ...	Combined F.C. & P.W.D.	D. O. F. C., Peshawar, for F. C. part; XEN., Peshawar for P. W. D. part.
Bara	,, ,, ,,	D. O., F. C., Peshawar, for F. C. part; XEN., Peshawar, for P. W. D. part.
Charsadda	Civil	D. C., Peshawar.
Cherat	,, ...	,,
,, ...	P. W. D.	XEN., Peshawar.
,, ...	M. E. S.	,,
,, ...	District Board ...	D. C. Peshawar.
*Dag	M. E. S.	G. E., Peshawar.
Dagbesud	Irrigation	Executive Engineer, Irrigation, Mardan.
Dosehra	,, ...	,, ,, ,,
Fort Mackeson ...	Combined F.C. & P.W.D.	D. O., F. C., Peshawar, for F. C. part; XEN., Peshawar, for P. W. D. part.
Gohati	Irrigation	Executive Engineer, Irrigation, Mardan.
Hamzakote	,, ...	,, ,, ,, ,,
Harichand	,, ...	,, ,, ,, Malakand.
Hathiyan	,, ...	,, ,, ,, ,,
Jagan Nath	,, ...	,, ,, ,, Mardan.

* Not furnished.

Station.	Category.	Officer from whom permission for occupation should be obtained.
	PESHAWAR DISTRICT—*concld.*	
Jalala	Civil	D. C., Peshawar.
Jalbai	Irrigation	Executive Engineer, Irrigation, Mardan.
Katlang	Police	Superintendent of Police, Peshawar.
,, ...	Irrigation	Executive Engineer, Irrigation, Malakand.
Kalu Khan ...	Police	Superintendent of Police, Peshawar.
Khairabad	P. W. D.	XEN, Nowshera.
Khanmai	Irrigation	Executive Engineer, Irrigation, Mardan.
Kund	P. W. D.	XEN., Nowshera.
Lahor	Police	Superintendent of Police, Peshawar.
,, ...	Irrigation	Executive Engineer, Irrigation, Mardan.
Maira Kichori ...	,, ...	,, ,, ,, ,,
Mardan	,, ...	,, ,, ,, ,,
Matta	F. C.	D. O., F. C., Peshawar.
Mattra	Civil	D. C., Peshawar.
* Michni	Combined F. C., P. W. D. and Irrigation.	D. O., F. C., Peshawar, for F. C. part; XEN., Peshawar, for P. W. D. part; and Executive Engineer, Irrigation, Peshawar, for Irrigation part.
Munda	Irrigation	Executive Engineer, Irrigation, Mardan.
Narrai	,, ...	,, ,, ,, ,,
Nizampur	Civil	D. C., Peshawar.
†Nowshera	M. E. S.	G. E., Nowshera.
Pabbi	,, ...	G. E., Peshawar,

Pallodheri	Irrigation	Executive Engineer, Irrigation, Mardan.	
Peshawar	Circuit House	P. S. to H. E. the Governor.	
,, ...	P. W. D.	Secretary, P. W. D., N.-W. F. P., Peshawar, Nathiagali.	
,, ...	Irrigation	Executive Engineer, Irrigation, Mardan.	
Rustam	Police	Superintendent of Police, Peshawar.	
Shabkadr	F. C.	D. O., F. C., Peshawar.	
,, ...	P. W. D.	G. E., Peshawar.	
Shahbaz Garhi ...	Irrigation	Executive Engineer, Irrigation, Mardan.	
Shamshattu	Combined F. C. & P. W. D.	D. O., F. C., Peshawar, for F. C. part; XEN., Peshawar, for P. W. D. part.	
Shewa	Irrigation	Executive Engineer, Irrigation, Mardan.	
Swabi	Civil	Assistant Commissioner, Mardan.	
Topi	,, ...	,, ,, ,,	
Toru	Irrigation	Executive Engineer, Irrigation, Mardan.	
Utmanzai	,, ...	,, ,, ,, ,,	
Ziam	,, ...	,, ,, ,, ,,	

KOHAT DISTRICT.

Banda Daud Shah ...	Civil	D. C. Kohat.	
Dhoda	,, ...	,, ,,	
Doaba	Police	Superintendent of Police, Kohat.	
Fort Lockhart ...	Civil	D. C., Kohat.	
Gumbat	Police	Superintendent of Police, Kohat.	
Gurguri	,, ...	,, ,, ,,	
Hangu	P. W. D.	XEN., Bannu.	
Jala			

*Not furnished. † Maintained by M. E. S. Furniture is under D. C., Peshawar.

List of Circuit, Sessions and Rest-Houses in the North-West Frontier Province—contd.

Station.	Category.	Officer from whom permission for occupation should be obtained.
KOHAT DISTRICT—*contd.*		
Kachai	F. C.	D. O., F. C., Hangu,
Kurram	P. W. D, ...	C. R. E., Kohat.
Kohat	Circuit House	P. S. to H. E. the Governor.
,, ...	Sessions House	Sessions Judge, Dera Ismail Khan.
,, ...	P. W. D.	XEN. Bannu.
Lachi	Police	Superintendent of Police. Kohat.
Marai	F. C.	D. O., F. C., Hangu.
Shakardarra ...	Police	Superintendent of Police, Kohat.
Shinawari ...	F. C.	D. O., F. C., Hangu.
Thall	Civil	D. C., Kohat.
BANNU DISTRICT.		
Ahmadzai ...	Civil — ...	D. C., Bannu.
Bannu	Circuit House	P. S. to H. E. the Governor.
,, ...	Sessions House	Sessions Judge, Dera Ismail Khan.
Barganatu ...	F. C.	D. O., F. C., Bannu.
Darra Tang ...	Civil	D. C., Bannu.
Domel	Police	Superintendent of Police, Bannu.
Ghazni Khel ...	Civil	D. C., Bannu.
Havid	,, ...	,, ,,
Jani Khel... ...	F. C.	D. O., F. C., Bannu.

Khairu Khel ...	,, ...	D. O., F. C., Bannu.	
Kurram Garhi ...	,, ...	,, ,, ,,	
Lakki	Civil	D. C., Bannu.	
Latammar	,, ...	,, ,,	
,, ...	P. W. D.	XEN., Bannu.	
Serai Gambila ...	,, ...	,, ,,	
Serai Naurang ...	Civil	D. C., Bannu.	
Tajuri	F. C.	D. O., F. C., Bannu.	

DERA ISMAIL KHAN DISTRICT.

Bilot	Civil	D. C., Dera Ismail Khan.	
Chunda ...	,, ...	,, ,, ,,	
Dera Ismail Khan ...	Circuit House	P. S. to H. E. the Governor.	
,, ...	P. W. D.	XEN., Dera Ismail Khan.	
Girni	F. C.	D. O., F. C., Tank.	
Girsal	Civil	D. C., Dera Ismail Khan.	
Hathala*	,, ...	,, ,,	
Kotla Londhian ...	,, ...	,, ,,	
Kulachi	,, ...	,, ,,	
Lar	,, ...	,, ,,	
Miran	,, ...	,, ,,	
Naivela	,, ...	,, ,,	
Paharpur	,, ...	,, ,,	
Paniala	,, ...	,, ,,	
Parora	Police	Superintendent of Police, Dera Ismail Khan.	
Pota*	Civil	D. C., Dera Ismail Khan.	
Saggu Draband Road	P. W. D. ...	XEN., Dera Ismail Khan.	
,, N. W. Road ...	,, ...	,, ,,	
Shahbaz Khel ...	,, ...	,, ,,	
Tank	M. E. S.	,, ,,	
Yarik	Civil	D. C., Dera Ismail Khan.	

List of Circuit, Sessions and Rest-Houses in the North-West Frontier Province—contd.

Station.	Category.	Officer from whom permission for occupation should be obtained.
DERA ISMAIL KHAN (TANK AREA).		
Bain	Frontier Constabulary ...	D. O., F. C., Tank.
Gomal	,, ,, ...	D. C., Dera Ismail Khan.
Manjhi	F. C.	D. O., F. C., Tank.
Mullazai	Civil	D. O., Dera Ismail Khan.
Murtaza	F. C.	D. O., F. C., Tank.
Zam	,, ...	,, ,,
Rori	Civil	D. C., Dera Ismail Khan.
Tank	,, ...	,, ,,
,, ...	Political Rest-House ...	F. A., South Waziristan.
SHERANI HILLS.		
Chaudhwan ...	Civil	D. C., Dera Ismail Khan.
Drazinda	F. C.	D. O., F. C., Draban.
Domanda	,, ...	,, ,,
Kiri ...	Civil	D. C., Dera Ismail Khan.
Moghalkote ...	,, ...	D. O., F. C., Draban.
SHERANI PLAINS.		
Luni	F. C.	D. O., F. C., Draban.
Zarkani	,, ...	,, ,,

Draban	P. W. D.	C. R. E. Dera Ismail Khan.
Gundi Umar Khan ...	Civil	D. C.
Surkamar	F. C.	D. O., F. C., Draban.

HAZARA DISTRICT.

Abbottabad ...	Circuit House	P. S. to H. E. the Governor.
,, ...	Sessions House	Sessions Judge, Peshawar.
,, ...	P. W. D.	Secretary, P. W. D., Peshawar.
Ahl	,, ...	XEN., Hazara, Abbottabad.
Bagnotar	,, ...	,, ,, ,,
Balakot	Police	Superintendent of Police, Abbottabad.
,, ...	P. W. D.	XEN., Hazara, Abbottabad.
Batrassi	,, ...	,, ,, ,,
Batta Kundi ...	,, ...	,, ,, ,,
Birangali	Forest	D. F. C., Galis Division, Abbottabad.
Burrawai	P. W. D.	XEN., Hazara, Abbottabad.
Changlagali ...	,, ...	D. F. O. Siran Division, Abbottabad.
Dungagali	,, ...	XEN., Hazara, Abbottabad.
Ghazi	Civil	D. C., Abbottabad.
Haripur	Sessions House	,, ,,
Hawagali	Forest	D. F. O., Siran Division, Abbottabad.
Jabba	,, ...	,, ,, ,, ,,
Jabri	,, ...	,, ,, ,, ,,
Kaghan	P. W. D.	*G. E. (Civil), Abbottabad.
Kalabagh	,, ...	D. F. O., Galis Division, Abbottabad.
Kamalban	Forest	D. F. O. Kalabagh, Abbottabad.
Kamer Kas ...	P. W. D.	Executive Engineer, Rawalpindi Division, Rawalpindi.

[*Note.*—The telegraphic address of the G. E. (Civil), Abbottabad, is "Civenger."]

List of Circuit, Sessions and Rest-Houses in the North-West Frontier Province— concld.

Station.	Category.	Officer from whom permission for occupation should be obtained.
	* HAZARA DISTRICT—*concld.*	
Kawai	P. W. D.	XEN., Hazara, Abbottabad.
Khanpur	Police	Superintendent of Police, Abbottabad.
Kirplain	"	" " "
Kuna	Forest	D. F. O., Siran Division, Abbottabad.
Mahandri	P. W. D.	XEN., Hazara, Abbottabad.
Makhnial	Forest	D. F. O., Galis Division, Abbottabad.
Mansehra	Civil	D. C., Abbottabad.
Mari	Forest	D. F. O., Galis Division, Abbottabad.
Naddi	"	D. O., F. C., Kaghan Division, Abbottabad.
Nathiagali	Civil	XEN., Hazara.
Naran	"	XEN., Hazara, Abbottabad.
Oghi	P. W. D.	" " "
Phalkot	Forest	D. F. O., Galis Division, Abbottabad.
Sharan	"	D. F. O., Kaghian Division, Abbottabad.
Shinkiari	Civil	" " " "
Shograon	Police	Superintendent of Police, Abbottabad.
Tarbella	P. W. D.	XEN., Hazara, Abbottabad.
Thandiani	Forest	D. F. O., Galis Division, Abbottabad.
	KHYBER AGENCY.	
Ali Masjid	P. W. D.	G. E., Khyber.
Jamrud	M. E. S.	" "

Kam Shilman ...	P. W. D.	C. E. Khyber.	
Landi Kotal ...	Circuit House	P. S. to H. E. The Governor.	
,, ...	P. W. D.	G. E. Khyber.	
Lowari Miana ...	,, ...	,, ,,	
Shahid Miana ...	,, ...	,, ,,	

KURRAM AGENCY.

Alimangal	Civil	Political Agent, Kurram.	
Alizai	Political	,, ,, ,,	
Lakki Tigga ...	Militia	Commandant, Kurram Militia.	
Manduri	P. W. D.	C. R. E., Kohat.	
,, ...	Civil	Commandant, Kurram Militia.	
Mir Jamal	Political	Political Agent, Kurram.	
Parachinar	,, ...	,, ,, ,,	
,, ...	P. W. D.	C. R. E., Kohat.	
Peiwar	Political	Political Agent, Kurram.	
Sadda	,, ...	,, ,, ,,	
,, ...	Militia	Commandant, Kurram Militia.	

MALAKAND AGENCY.

Amandara	Irrigation	Executive Engineer, Irrigation, Malakand.	
Chakdara	Political	Political Agent, Malakand.	
,, ...	M. E. S.	C. R. E., Peshawar.	
Dargai	,, ...	,, ,,	
,, ...	Irrigation	Executive Engineer, Irrigation, Malakand.	
Kharkai	,, ...	,, ,, ,, ,,	
Malakand	Circuit House	P. S. to H. E. the Governor.	

[**Note.*—The telegraphic address of the G. E. (Civil), Abbottabad is " Civenger."]

List of Circuit, Sessions and Rest-Houses in the North-West Frontier Province—concld.

Station.	Category.	Officer from whom permission for occupation should be obtained.
NORTH WAZIRISTAN.		
Boya	Militia	Commandant, Tochi Scouts. (Dismantled and not yet rebuilt.)
Datta Khel	,, ...	Commandant, Tochi Scouts.
,, ,, ...	Political	P. A., N. Waziristan.
Idak	Militia	Commandant, Tochi Scouts.
Jani Khel	F. C.	D. O., F. C., Bannu.
Khajuri	Militia	Commandant, Tochi Scouts.
Miranshah	Political	Political Agent, N. Waziristan.
,, ...	P. W. D.	G. E., Idak.
Saidgi	F. C.	D. O., F. C., Bannu.
SOUTHERN WAZIRISTAN.		
Jandola	Political	Political Agent, Wana.
,, ...	Militia	Commandant, S. W. Scouts.
Chajmalai	,, ...	,, ,, ,,
Splitoi	,, ...	,, ,, ,,
Sawakai	,, ...	,, ,, ,,
Kothai	,, ...	,, ,, ,,
Sararogha	,, ...	,, ,, ,,

PETROL PUMPS IN NORTHERN INDIA.

Station.	Site.	Name of Pump-holder.	Shell/B.O.C.
Abbottabad ...	Road to Tahsil	Abdul Raoof & Bros. ...	B. O. C.
,, ...	Taxi Stand	Mamooji Allibhoy	Shell
,, ...	Road to Mansehra	Singh Bros.	,,
Alwar ...	Kaithal Gunj, Delhi Road ...	Banarsidas Pahladrai	B. O. C.
,, ...	Lal Gate, Near Noble School...	Chunilal Ramnarayan	Shell
Ambala ...	Sadar Bazar	Nawalkishore & Sons	,,
,, ...	City	,, ,, ...	,,
,, ...	Sadar Bazar	S. Ransing & Sons	B. O. C.
,, ...	Taxi Stand City	,, ,, ...	,,
Amritsar ...	Rly. Rd. Taxi Stand ...	Vidyadhar & Co.	Shell
,, ...	Kutchery Road	,, ,, ...	,,
,, ...	Fort Road	G. L. Khanna & Co.	,,
,, ...	Rly. Rd. Foot Bridge ...	Mellaram Jialal	B. O. C.
,, ...	Rambagh Gate	,, ,, ...	,,
,, ...	Hathi Gate	Naraindas & Co., Ltd.	,,
Anantnag ...	Pahlgam Road	Uttamsingh Khorana & Sons ...	Shell
Arifwala ...	Rly. Stn. Taxi Stand ...	Bhaya Amarnath Girhotra ...	B. O. C.
Bahadurgarh ...	Delhi-Rohtak Road ..	Rambuksh Dayaram	Shell
Bahauddin ...	Near Rly. Goods Shed ...	Ramdas Naraindas	B. O. C.

PETROL PUMPS IN NORTHERN INDIA—*Continued.*

Station.	Site.	Name of Pump-holder.	Shell/B.O.C.
Banihal ...	Jammu-Kashmir Road ...	Shalamar Works	B. O. C.
Bannu ...	Station Road	Bagai Motor Service	,,
,, ...	Lakhi Gate	Dharmal Kewalram	Shell
,, ...	Taxi Stand	Wisandaram Manoharlal ...	B. O. C.
,, ...	Razmak T. Stand ...	Gulichand Jodharam	Shell
Barala ...	Taxi Stand Amritsar-Pathankot Road.	Hardiyalmal Mohrilal	B. O. C.
,, ...	Gurdaspur T. Stand ...	Vidyadhar & Co.	Shell
Baramula ...	Jhelum Valley Road ...	S. Lookmani Adamji & Co. ..	B. O. C.
Barara ...	Nahan B. Road	,, ,, ...	,,
Basal ...	Railway Station Road ...	Tulsidas Hemraj	,,
Batote ...	Jammu-Kashmir Road ...	Uttamsingh Khorana & Sons ...	Shell
Beas ...	G. T. Road	Mellaram Jialal	B. O. C.
Bhiwani ...	Rohtak-Bahadurgarh Road ...	Dipchand Banwarilal	Shell
Bijbihara ...	Anantnag Road	Bharat Motor Cycle Co. ...	B. O. C.
Butewala ...	Taxi Stand	Amirsingh Nihalsingh	Shell
Campbellpur ...	Post Office	S. Lookmanji Adamji & Co. ...	,,
Chakwal ...	Chakwal, Sohawa Site ...	Budhsingh Gulabsingh	B. O. C.
,, ...	Talagunj Road	Bodhraj Harichand	Shell
Charsada ...	Junction of Peshawar and Prang Road.	Sarwarkhan & Bros.	,,
Chuharkana ...	G. T. Road	Dhanpatrai Bakhshiram ...	B. O. C.

Dehra Dun ...	Rajpur Road	Lala Madhoram	Shell
,, ...	Near Railway Station ...	,, ,, ...	,,
,, ...	Rajpur Road	Amarnath & Sons	B. O. C.
,, ...	Cantonment	Peareylal & Sons	,,
,, ...	Viceroy Road	Gwalior and Northern India Trading Co., Ltd.	Shell
Delhi ...	Kashmere Gate	Peareylal & Sons, Ltd.	B. O. C.
,, ...	New Delhi	,, ,, ,, ...	,,
,, ...	Maiden's Hotel	,, ,, ,, ...	,,
,, ...	Kashmere Gate	British Motor Car Co.	,,
,, ...	Queen's Road	Federal Auto Stores	,,
,, ...	Egerton Road	H. Gafoor Bux & Co.	,,
,, ...	New Delhi	Gwalior & Northern India Transport Co., Ltd.	,,
,, ...	Queen's Road	Capital Motor Car Co. ...	,,
,, ...	Alipore Road	Delhi Club, Limited	,,
,, ...	Qutab Road	Haryana Motor Car Co. ...	Shell
,, ...	New Cantt.	L. Gopinath	,,
,, ...	Queen's Road	Allen Berry & Co., Ltd. ...	,,
,, ...	,, ,, ...	Narula Motor Works	,,
,, ...	Kashmere Gate	Fonseca & Co.	,,
,, ...	Alipore Road ...	,, ,, ...	,,
,, ...	Ajmere Gate	R. A. Nariman & Co.	,,
,, ...	Imperial Delhi Gymkhana ...	,, ,, ,, ...	,,
,, ...	Daryaganj	,, ,, ,, ...	,,
,, ...	W. Point, Hardinge Avenue ...	,, ,, ,, ...	,,
,, ...	Fountain Road	Raghunath Pd. Krishenlal ...	,,
,, ...	Connaught Place	Empire Automobiles	,,
,, ...	Kashmere Gate	French Motor Car Co., Ltd. ...	,,

PETROL PUMPS IN NORTHERN INDIA—*continued.*

Station.	Site	Name of Pump-holder.	Shell/B.O.C.
Delhi ...	Western Hostel, New Delhi ...	French Motor Car Co., Ltd. ...	Shell
,, ...	Aerodrome	Delhi Flying Club, Ltd. ...	,,
,, ...	Mahrauli	Minar Motor Works	,,
,, ...	New Delhi	The Statesman, Ltd.	,,
,, ...	Jumna Bridge	National Motor Service Co. ...	,,
D. I. Khan ...	Opp. Bagai's Workshop Cantonment.	Bagai Motor Service	,,
,, ...	Pawandwala Gate ...	Jethanand Khillandaram ...	,,
,, ...	Taxi Stand	Trilokchand Jhamb & Bros. ...	,,
Dharampur ...	Near Railway Station ...	Devi Dayal Kapoor & Sons ...	B. O. C.
Dhariwal ...	Mill's Compound Batala-Gurdaspur Road.	Dhariwal Co-operative Society, Ltd.	,,
Domel ...	...	S. Lookmanji Adamji & Co. ...	Shell
Durgai ...	Malkand Road ...	Amirchand Lakhmichand ...	,,
Fatehjang ...	Khushalgarh Road ...	S. Lookmanji Adamji & Co. ...	,,
Ferozepore ...	Jhoke Road Cantt. ...	Jain Motor and Cycle Co. ...	,,
,, ...	G. T. Road Cantt. ...	M. Noordin & Bros.	B. O. C.
,, ...	Rly. Road City	Madhoram (of Lahore) ...	,,
Garhshanker ...	Taxi Stand	Sayanmal Jagannath	,,
Ghaggar ...	Amballa-Kalka Road ...	Hirdaram Mansaram	Shell
Gujar Khan ...	G. T. Road	S. Lookmanji Adamji & Co. ...	,,

Gujranwala ...	Trunk Road	G. R. Dasmal & Bros.	,,
,, ...	,, ...	Gopalsingh Khushalsingh ...	B. O. C.
Gujrat ...	G. T. Road	Gurudas Washesharnath ...	Shell
Gurdaspur ...	Batala T. Stand	Goverdhandas Kedarnath ...	,,
,, ...	Pathankot T. Stand ...	,, ,, ...	B. O. C.
Gurgaon ...	Delhi-Kutab Road ...	Commercial Motor Works ...	Shell
Hafizabad ...	Hafizabad-Tanika Road ...	Ganga Singh & Sons	,,
Hangu ...	Hangu Bazar	Malik Gazishah	B. O. C.
Hansi ...	Taxi Stand	Jain Petrol Supply Co. ...	,,
Haripur ...	Abbottabad Road ...	Adul Raoof & Bros.	,,
Hassanabdal ...	G. T. Road	S. Lookmanji Adamji & Co ...	Shell
Havelian ...	Bazar Road	Fidahussain Abdulqayum & Co. ...	,,
,, ...	Road Haripur to Abbottabad	Nidhansingh & Co.	B. O. C.
Hissar ...	Outside Nagori Gate ...	Madangopal Ramkishendas ...	Shell
Hoshiarpur ...	Jullundur Taxi Stand ...	Bhagwansingh Partabsingh ...	,,
,, ...	,, ,, ...	Kanshiram Rallaram	B. O. C.
,, ...	Garshanker Taxi Stand ...	,, ,, ...	,,
Hyderabad ...	Station Road	Menghraj Ailmal Jagtiani ...	,,
,, ...	,, ,, ...	Auto Parts Supply Co. ...	Shell
,, ...	,, ,, ...	Dayaram Santdas & Co. ...	B. O. C.
,, ...	Near Fort	Tolaram Tirathdas	Shell
Jacobabad ...	Opp. Lady Willingdon Hospital.	Jeewandas Hassanand	,,
Jagadhri ...	Abdullapur Taxi Stand ...	Faquirchand Basdev	,,
Jagraon ...	Railway Station Taxi Stand...	Kirparam & Sons	,,
Jaipur ...	Ajmer Gate	Mathradas Sukhlal Rathi ...	,,
,, ...	Sangani Gate	Shivpershad Gaurishanker ...	B. O. C.
,, ...	,, ,, ...	Ramkumar Surajbux	Shell
,, ...	Outside Dealers Shop ...	Western Indian State Motors ...	B. O. C.

PETROL PUMPS IN NORTHERN INDIA—*continued.*

Station.	Site.	Name of Pump-holder.	Shell/B.O.C.
Jammu ...	Kashmir Road	Uttamsingh Khorana & Sons ...	Shell
,, ...	New Taxi Stand ...	,, ,, ...	,,
,, ...	Gumet Taxi Stand ...	Bharat Motor & Cycle Co. ...	B. O. C.
,, ...	New Taxi Stand ...	,, ,, ...	,,
,, ...	Shalamar Road	Shalamar Works	,,
Jaranwala ...	Chak-Jhumra Road ...	Jogindersingh Amirsingh ...	,,
,, ...	Lyallpur-Lahore Road ...	Harbelsingh Amirsingh ...	Shell
Jhelum ...	G. T Road	G. R. Lakhmidas Ramchand ...	B. O. C.
,, ...	Cantonment	Hitkari Bros.	Shell
Jodhpur ...	Junction of Sojatra and Station Road.	Puri Brothers	B. O. C.
,, ...	Near Railway Workshop Railway Road.	Western Indian State Motors ...	Shell
,, ...	Aerodrome Ground ...	Jodhpur Flying Club	,,
Jullundur ...	Pennington Road Cantt. ...	Cursetji & Co.	,,
,, ...	Kapurthala Taxi Stand ...	Saligram Bindraban	,,
,, ...	Nakodar Road City ...	Nandlal & Sons	B. O. C.
,, ...	Railway Station Road ...	Daulatram & Sons	,,
,, ...	Railway Station City ...	Naraindas & Co., Ltd., ...	,,
,, ...	New Taxi Stand	,, ,, ...	,,
Jungshahi ...	Tata Road	Hemraj Kanji Suchdev ...	,,
Kalka ...	Town Hall Taxi Stand ...	Anantram Sohanlal	Shell

,,	Kalka-Simla Road	Bindraban Murarilal	B. O. C.
,,	Railway Road	Victoria Motor Taxi Service Co.	Shell
Kamoke	G. T. Road	Gopaldas Beharilal Bajaj	,,
Kangra	,, ,,	Kangra Jawalajee Motor Service	,,
Kapurthala	Taxi Stand City	Daulatram & Sons	B. O. C.
Karachi	Bunder Road	Hiranand & Co.	,,
,,	McLeod Road	J. Tyler	Shell
,,	Victoria Road	,,	,,
,,	Bunder Road	Reliance Motor Car Co.	,,
,,	,, ,,	Auto Supply Co.	,,
,,	,, ,,	Dayal Gulab & Co.	,,
,,	McLeod Road	John Fleming & Co.	B. O. C.
,,	Victoria Road	,, ,,	,,
,,	Garden Road	Naraindas & Co., Ltd.	,,
,,	Victoria Road	Bhatia Bros.	,,
,,	Elphinstone St.	Allies Automobile Agency	Shell
,,	Embankment Road	Karachi Auto Mart	,,
,,	Invararity Road	Yusufali & Co.	B. O. C.
,,	Drigh Road	Karachi Aero Club, Ltd.	Shell
,,	Keamari	Nusserwanji & Co.	B. O. C.
,,	Bunder Road	National Motor Stores	,,
,,	Bunder Road Extension	Hingorani & Bros.	,,
,,	Bunder Road	Motor Stores Co,	,,
,,	,, ,,	Merwanji Edulji & Co.	Shell
,,	Invararity Road	Model Petrol Station	,,
Karnal	Zailgarh Compound	H. D. Gupta & Co.	B. O. C.
Kasur	Lulliani Tonga Stand	Punjab Machine Stores Co.	Shell
,,	Lahore Taxi Stand	,, ,,	B. O. C.
Khanewal	Service Road	Rishi Bros.	Shell
Khanna	G. T. Road	Popular Motor Co.	,,

PETROL PUMPS—*continued.*

Station.	Site.	Name of Pump-holder.	Shell/B. O. C.
Khatauli ...	G. T. Boad	Gokalchand Babulal	Shell
Khushab ...	Rly. Station Road ...	Kakaram Gopalsingh	,,
Kishengarh ...	Ajmer Road	Chittarmal Sharma	B. O. C.
Kohala ...	Murree-Kohala Road Near River Bridge.	S. Lookmanji Adamji & Co. ...	Shell
Kohat ...	Cantonment	Ishardas Mukandlal	,,
,, ...	Commercial House Cantonment	Ramchand Tirathram	B. O. C.
,, ...	Hangu Road	Shah Bros.	Shell
,, ...	Hangu Gate	Ishardas Mukandlal	B. O. C.
Kotkapura ...	Railway Station Road ...	Narainmal Durgadas	Shell
Lahore ...	Lahori Gate City... . .	Ganeshdas Trilokchand ...	,,
,, ...	The Mall	Bombay Cycle & Motor Agency, Ltd.	,,
,, ...	,, ...	Punjab Motor Stores	,,
,, ...	Quilla Gujarsing	Naraindas & Co., Ltd.	B. O. C.
,, ...	The Mall	,, ,, ...	,,
,, ...	,, ...	Mr. Mohamed Latiff	,,
,, ...	,, ...	British Motor Works	,,
,, ...	,, ...	Lahore Automobiles, Ltd. ...	Shell
,, ...	,, ...	Peareylal & Sons, Ltd.	,,
,, ...	Falleti's Hotel	,, ,, ...	,,
,, ...	Near Rly. Station ...	Nawalkishore & Sons	,,
,, ...	Lahori Gate	G. L. Khanna & Co.	B. O. C.

,,	...	Near Rly. Station	...	,, ,, ,, ...	,,
,,	...	Cantonment ...	...	,, ,, ,, ...	Shell
,,	...	Lucas Park Depot	...	Walter Locke & Co. (1933), Ltd. ...	B. O. C.
,,	...	Hira Mandi ...	...	Mohd. Latif	,,
,,	...	Sadar Bazar ...	...	Mohanlal & Sons	Shell
,,	...	Gujranwala Taxi Stand	...	Karamsingh & Sons ...	,,
,,	...	The Mall ...	...	Paris Motor Co.	Shell
,,	...	Mayo Road ...	...	Railway Cycle Works ...	B. O. C.
,,	...	Shahalami Gate	...	Madhoram	,,
,,	...	Kot Lakhpat ...	...	Northern India Flying Club ...	Shell
,,	...	The Mall ...	...	R. S. Bholaram & Sons ...	,,
,,	...	Nila Gumbad ...	...	M. Hira & Sons	B. O. C.
,,	...	Circular Road ...	...	Mohindra Motor Agency ...	Shell
,,	...	Ferozepore Road	...	B. A. E. Co., Ltd.	,,
,,	...	The Mall ...	...	Maira Bros.	,,
,,	...	Ferozepore Bahawalpur Road		Balakram Pannalal	,,
,,	...	Shalimar Road ...	...	G. L. Khanna & Co.	B. O. C
Lalamusa	...	G. T. Road ...	...	Ganpatrai Shivdayal	,,
Landikotal	...	Road to Landikhanna	...	M. Inayatkhan Shinvari ...	Shell
Larkana	...	Baker Road ...	...	Hemraj Kanji Suchday ...	B. O. C.
Ludhiana	...	G. T. Road ...	...	Diwan Khushiram & Sons ...	,,
,,	...	,, ...	...	Saligram Bindraban ...	Shell
Lyallpur	...	Railway Road	...	Bholaram & Sons	,,
,,	...	Rly. Road Dealers' Compound		,, ,, ...	,,
,,	...	Kutchery Road	...	G. L. Khanna & Co.	B. O. C.
,,	...	Circular Road ...	...	Lyallpur Automobiles ...	,,
Malakand	...	Opp. Fort Gate	...	Amirchand Lakhmichand ...	,,
Mandi	...	Chowk Opposite Court	...	Kuldipchand Naraindas ...	Shell

PETROL PUMPS—*continued.*

Station.	Site.	Name of Pump-holder.	Shell/B.O.C.
Mandra ...	G. T. Road	Budhsingh Gulabsingh ...	B. O. C.
Manschra ...	Kashmir Road	Mamooji Allibhoy & Sons ...	Shell
,, ...	Manschra Bazar	Abdulraof & Bros.	B. O. C.
Mardan ...	Nowshera Swabi Road ...	Amirchand Lakhmichand ...	Shell
,, ...	,, ,, ...	Premsingh & Sons	B. O. C.
,, ...	Hoti Bazar	Amirchand Lakhmichand ...	Shell
,, ...	Swabi Lorry Stand ...	Premsingh & Sons	B. O. C.
Meerut ...	Cantonment, The Mall ...	Collet & Co.	Shell
,, ...	Near Wheeler Club's Gate Cantt.	S. M Raffiuddin & Co. ...	,,
,, ...	Kamboh Gate City ...	Bhagwan & Co.	,,
,, ...	Khairnagar Gate ...	I. M. Khan & Sons	B. O. C.
,, ...	Bridge St. Cantt. ...	Meerut Automobile Co. ...	,,
,, ...	Bhagpat Gate City ...	Upper India Trading Co. ...	,,
Miranshah ...	Opp. P. A. Agent's Office ...	Bagai Motor Service	,,
Moga ...	Ferozepore Taxi Stand ...	Pannalal Harichand	Shell
,, ...	Kotkapura Taxi Stand ...	G. L. Khanna & Co.	B. O. C.
,, ...	Jagraon Taxi Stand ...	Mangatrai Laxminarain ...	,,
Montgomery ...	Taxi Stand Outside Dipalpur Bazar.	Wazirsingh Hakimrai & Co., Ltd. ...	Shell
,, ...	High Street	Hakimsingh & Sons	B. O. C.
Multan ...	Hastings Road Cantt. ...	Multan Motor Works	,,
,, ...	Princess Road Cantt. ...	Jeewanjee Ibrahimjee & Sons ...	Shell
,, ..	Bohar Gate to Harim Gate ...	Devidittamal Goverdhandas ...	B. O. C.
,, ...	Harim Gate to Pak Gate ...	General Trading Co.	Shell

Murree ...	Near Sunny Bank ...	S. Lookmanji Adamji & Co. ...	,,
Muzaffargarh ...	Taxi Stand Kutchery Road ...	Gurdialsingh Harisingh ...	,,
,, ...	,, ...	Sri Guru Nanak Motor Co. ...	B. O. C
Muzaffarnagar ...	Shamli Taxi Stand ...	Kuramal Anand Omprakash ...	,,
,, ...	G. T. Road	Fatehchand Chattarsein ...	Shell
Nabha ...	Patiala Gate	Munshiram Chananram ...	B. O. C.
,, ...	Dandi Gate	Asaram Kherumal	Shell
Nakodar ...	Taxi Stand	Nandlal & Sons	B. O. C.
Nawashahr Doaba	Outside City	Jagannath Chananram... ...	,,
Nowshera ...	G. T. Road	,, ,, ...	Shell
,, ...	,, Cantonment ...	Surjansingh Saigal	B. O. C.
Pabbi ...	G. T. Road	M. Sarwarkhan & Bros. ...	Shell
Pakpattan ...	Montgomery-Pakpattan Road	Bhaya Prabhdiyal Girhotra ...	B. O. C.
Panipat ...	G. T. Road	Abbassi Bros.	,,
Pathankote ...	Dalhousie Road	Naraindas & Co.	,,
,, ...	,, ,, ...	Heeralal & Sons	Shell
,, ...	Opp. Court Dalhousie Road...	Malawamal Bansilal	,,
Patiala ...	Taxi Stand	Kaloomal Shadiram	,,
,, ...	City	Kasturchand Kishensarup ...	B. O. C.
Peshawar ...	Sadar Bazar	Saigal Bros.	,,
,, ...	Reti Gate City	,, ,, ...	,,
,, ...	Sadar Bazar	Hariram Sriram	Shell
,, ...	North City Road	,, ,, ...	,,
,, ...	Sadar Bazar	Ghulamsarwar & Bros. ...	B. O. C.
,, ...	Bijori Gate City	,, ,, ...	,,
,, ...	Sarwar Ganj	,, ,, ...	,,
,, ...	Cantonment	Northern Motors, Ltd.	,,
,, ...	Sadar Bazar	Khyber Automobiles Stores ...	Shell

PETROL PUMPS—*contd.*

Station.	Site.	Name of Pump-holder.	Shell/B. O.C.
Peshawar ...	Kutchery Road	Razgulkhan & Co.	B. O. C.
,, ...	Near Civil Hospital Fort ...	Khyber Automobiles Stores ...	Shell
,, ...	Dubgari Gate, Kohat Taxi Stand	Hariram Sriram	,,
Phagwara ...	G. T. Road	Dougal Motor Works	B. O. C.
Phillour ...	,, ...	Saligram Bindraban	Shell
Pundri ...	Taxi Stand	Totaram Triloknath	B. O. C.
Quetta ...	Bruce Road	Noorbhoy Allibhoy & Sons ...	Shell
,,	,, ...	Naraindas & Co., Ltd.	B. O. C.
,,	Kandhari Bazar	Heeramal & Sons	,,
,,	St. John's Road Cantonment	Maddens Limited	Shell
,,	Hanna Road Cantonment ...	Baluchistan Forage and General Stores	,,
,,	Anderson Road	Standard Garage	B. O. C.
,,	Bruce Road	Yusafali Jaffarji	,,
Quila Sheikhupura	Kutchery Road	Whig & Co.	Shell
,, ,, ...	Motor Stand	Dhanpatrai Bakhshiram ...	B. O. C.
Rambhan ...	Hill Road	Uttamsingh Khorana & Sons ...	Shell
Rawalpindi ...	Near Mission Church City ...	Northern Motors, Ltd.	B. O. C.
,, ...	Cantonment	,, ,, ...	,,
,, ...	Musjid Wahabian ...	S. Lookmanji Adamji & Co. ...	Shell
,, ...	Near G. P. O.	,, ,, ...	,,
,, ...	Dalhousie Road	,, ,, ...	,,
,, ...	Tonga Stand City ...	,, ,, ...	,,

,, ...	Chowk B'wala ...	,, ,, ,, ...	,,
,, ...	Gunj Mandi	,, ,, ,, ...	,,
,, ...	Kutchery Road ...	,, ,, ,, ...	,,
,, ...	Near No. 9 Octroi Post ...	,, ,, ,, ...	,,
,, ...	The Mall	J. R. Chawla & Sons ...	,,
,, ...	Gunj Mandi	S. B. Malik Mohansingh & Co. ...	B. O. C.
,, ...	Edwardes Road ...	Fray & Co.	,,
,, ...	Dalhousie Road ...	Miranbux Butt & Sons ...	,,
,, ...	Camp Bazar	Bagai's Motor Service Co. ...	,,
Razmak ...	G. T. Road	Ramrakhamal Triloksingh ...	B. O. C.
Renala ...	Cantonment	Rajasingh & Sons	,,
Risalpur ...	Delhi Taxi Stand ...	Dulichand Udmiram ...	Shell
Rohtak ...	Sonepat Taxi Stand ...	M. L. Brahma Motor Co. ...	,,
,, ...	Bhiwani Taxi Stand ...	Rajinderparshad Mohinderparshad	B. O. C.
,, ...	Gohaner Taxi Stand ...	Gupta Bros.	,,
,, ...	Canal Road	Chimanlal Jagrimal	,,
Roorkee ...			
	Taxi Stand Ambala Road ...	Brijbukhanlal Jairaj Bahadur ...	Shell
Saharanpur ...	Khumraon Bridge ...	Kishorilal Ramchand ...	,,
,, ...	Near Railway Station ...	Brijbukhanlal Jairaj Bahadur ...	,,
,, ...	Taxi Stand Ambala Road ...	Sitaparshad Jotipershad ...	B. O. C.
,, ...	City	Paramsingh Chanchalsingh ...	Shell
Sargodha ...	Shahpur Taxi Stand ...	,, ,, ...	,,
,, ...	Civil Station Calcutta House	Shahpur Motor Co., Ltd. ...	,,
,, ...	City	Gopalsingh Sujansingh ...	B. O. C.
,, ...	Shahpur Taxi Stand ...	,, ,, ...	,,
,, ...	G. T. Road	Nawalkishore & Sons ...	Shell
Shahabad ...	,, ...	Dhanpatrai Bakhshiram ...	B. O. C.
Shahdara ...	Taxi Stand	Chanchalsingh Sujansingh ...	,,
Shahpur Sadar ...	Taxi Stand Lahore-Jaranwala	Whig & Co.	Shell
Sharakpur ...	Road.		

PETROL PUMPS—*concluded.*

Station.	Site.	Name of Pump-holder.	Shell/B.O.C.
Shikarpur ...	Lakhi Gate	Hukumatrai Lilaram	Shell
,, ...	Hazari Gate	Jeewandas Hassanand	B. O. C.
Sialkote ...	Post Office Road Cantt. ...	Ramjidas & Co.	Shell
,, ...	Station Road City Wazirabad Taxi Stand.	Desamal Mulamal	,,
,, ...	Cantonment	Ghulam Kadir & Co.	B. O. C.
,, ...	City Pasrur Taxi Stand Jammu	,, ,, ...	,,
Sohava ...	G. T. Road	Budhsingh Gulabsingh	,,
Sonepat ...	Rohtak Taxi Stand ...	Baijnath Parasdass	Shell
Srinagar ...	Residency Road	Bengal Motor Stores	,,
,, ...	Nedou's Hotel	,, ,, ...	,,
,, ...	Anantnag Taxi Stand ...	S. Lookmanji Adamji & Co. ...	B. O. C.
,, ...	Residency Road	,, ,, ...	Shell
,, ...	,, ,, ...	Cockburn's Agency	,,
,, ...	Buleva Road	Bharat Motor and Cycle Co. ...	B. O. C.
Tank ...	Opp. Dealers Shop ...	Tejbhandas Jamnadas	,,
,, ...	Lorry Stand	Jethanand Khillandaram ...	Shell
Tarn Taran ...	Amritsar Road	Manoharlal & Co.	B. O. C.
Thall ...	Kohat Parachinar Road Lorry Stand.	Ramchand Tirathram	Shell
,, ...	,, ,, ...	Ramkaur Parmanand	B. O. C.
Udhampur ...	Udhampur Taxi Stand ...	Uttamsingh Khorana & Sons ...	,,
Uri ...	Jhelum Valley Road ...	S. Lookmanji Adamji & Co. ...	Shell
Wazirabad ...	Railway Station Gujrat Taxi Stand.	Bhagatram & Diwanchand ...	,,
,, ...	G. T. Road	Mohindra & Co.	B. O. C.

REGISTERED GARAGES.

Abbreviations used :—

GA	...	Garage Accommodation.
TA	...	Telegraphic Address.
Tele	...	Telephone Number.
BDE	...	Break-down equipment available.

Abbottabad.

Kashmir Motor Works.
TA Singh Brothers.
Tele 30. GA BDE.

Ambala.

(1) M. L. Brahma Motor Co., Cantt.
TA Brahamco. Tele 16. GA BDE.
(2) British Motor and Cycle Mart, Cantt.
TA Chokhelal. Tele 70. GA BDE.
(3) Punjab Motor Engineering Works, Cantt.
TA Motor. Tele 69. GA BDE.

Amritsar.

A. S. Veer Motor Works, Outside Hall Gate.
GA BDE.

Batala.

Ch. Fateh Mohammad & Co. Motor Stand.
GA BDE.

Dehra Dun, U. P.

Star Motor and Engineering Works, Rajpur Road.
TA Star. Tele 510. GA BDE.

Delhi.

(1) Allen Berry & Co. Ltd., Queen's Road.
TA Chevmotors. Tele 6425. GA BDE.
(2) British Motor Car Co. (1934), Ltd., Kashmere Gate. TA British. Tele. 5167 and 5285.
(3) French Motor Car Co., Ltd., Kashmere Gate.
TA Diamoto. Tele Office 6300, Works 5573. GA BDE.

New Delhi :—

Sales and Service Connaught Place.
The New Garage Connaught Place.

New Delhi.

(1) The New Garage. Connaught Place.
TA Ameco, Tele 3163. GA BDE.
(2) Sales and Service, Connaught Place.
TA Esseness. Tele 2797. GA BDE.

Dhariwal.

Abdullah Brothers.
GA BDE.

Ferozepore.

Jain Motor & Cycle Co. (Near Imperial Bank, Cantt.).
TA Jain Cycle. GA BDE.

Gujranwala.

Boys Industrial Home.
TA United. GA BDE.

Hyderabad, Sind.

Dayaram Santdas & Co., Station Road.

Jullundur.

Narain Das & Co., Ltd., Jullundur City.
TA Automobile. GA BDE.

Karachi.

J. Tyler, McLeod and Victoria Roads.
GA BDE.

Lahore.

(1) Ghulam Hussain & Co., 29a, McLeod Road.
TA Ghulam Hussain. GA BDE.
(2) Maira Bros., 56, The Mall.
TA Mairbros. Tele Office and Stores 2192. Service Station 3107. GA BDE.

(3) Narain Das & Co., Ltd., The Mall.
TA Automobile. Tele 2223. GA BDE.
(4) Paris Motor Co., The Mall.
TA Parismotor. GA BDE.
(4) Universal Motors.

Ludhiana.

D. Khushi Ram & Sons.
TA Chevrolet. GA BDE.

Lyallpur.

Lyallpur Automobile Co., Circular Road.
TA Lyallpur Automobile. GA BDE.

Mandi (Mandi State).

Imperial Motor Service.
TA Imperial. GA BDE.

Montgomery.

Gupta Brothers.
TA Gupta. Tele 107. GA BDE.

Multan.

The Multan Motor Works, Multan Cantt. GA BDE

Pathankot.

The Kangra Motor Agency.
TA Seth. GA BDE.

Peshawar.

Afghan Motor House (Near Dean's Hotel).
TA Afghan Motor. GA BDE.
(2) Khyber Automobile Stores, Saddar Road.
TA Talwar. Tele 89. GA BDE.

Quetta.

(1) Frontier Motor Agency, Bruce Road.
TA Alhilal. GA BDE.
(2) Maddens, Ltd., St. John's Road.
TA Maddens. Tele 339. GA BDE.

Rawalpindi.

(1) Hagreen & Co., Edwardes Road.
TA Hagreen & Co. Tele 636. GA BDE.
(2) Northern Motors, Ltd., Edwardes Road.
TA Motivity. Tele 570. GA BDE.
(3) Speedways, Ltd., Edwardes Road.
TA Speedways. Tele 602. GA BDE.

Sialkot.

Abdullah Motor Works, Bazar Road, Sialkot Can
TA Abdullah Motors. GA BDE.

Srinagar.

Army Agency, The Bund.
TA Broome. Tele 194. GA BDE.

Tanmarg.

Cosmo Garages.
TA Cosmo Garage. GA BDE.

WHERE TO STAY

		Telg. Address
DELHI . .	**Maiden's Hotel**	"Maidens"
LAHORE . .	**Faletti's Hotel**	"Falettis"
RAWALPINDI .	**Flashman's Hotel**	"Flashmans"
MURREE . . .	**Cecil Hotel**	"Cecil"
PESHAWAR CANT. .	**Dean's Hotel**	"Deans"
SIMLA . . .	**Cecil Hotel**	"Cecil"
SIMLA .	**Corstorphan's Hotel**	"Corstorphan's"

Associated Hotels of India Ltd.

RAILWAY OUT-AGENCIES.

Out-Agency.	*Railway Station.* (North Western Railway unless otherwise indicated.)
Abbottabad.	Havelian.
Bukloh.	Pathankot.
Chakrata.	Dehra Dun (East Indian Railway).
Dalhousie (transferred to Banikhet from 1st December to 15th March).	Pathankot.
Dera Ghazi Khan.	Ghazi Ghat.
Dera Ismail Khan.	Darya Khan.
Dharamsala, Upper and Lower.	Nagrota (K. V. Ry.)
Domel.	Havelian.
Drahman.	Ghazi Ghat.
Gulmarg (open only from 1st May to 15th October).	Rawalpindi.
Jagadhri Town.	Jagadhri.
Kasauli.	Dharmpore.
Kulu.	Joginder Nagar.
Mansehra.	Havelian.
Murree (closed from 15th Jan. to 15th Feb.)	Rawalpindi.
Mussoorie (closed from 15th Jan. to 15th Feb.)	Dehra Dun (East Indian Railway).
Parachinar.	Thal.
Rajpur.	Dehra Dun (East Indian Railway).
Sabathu.	Dharmpore.
Srinagar (Booking of Parcels *via* Rawalpindi is liable to temporary suspension at any time during the period 15th December to 1st March).	Rawalpindi or Havelian.
Udhampur.	Jammu (Tawi).

HOSPITALS.

List of Towns in which Civil and other Hospitals are situated :—

Abbottabad.
Ajnala.
Ambala.
Amritsar.

Bannu.
Bhiwani.

Campbellpore.
Charsadda.

Dalhousie.
Daraban.
Dehra Dun.
Delhi
Dera Ghazi Khan.
Dera Ismail Khan.
Dungagali (Summer only).

Ferozepore.
Fort Sandeman.

Gujranwala.
Gujrat.
Gurdaspur.
Gurgaon.

Hangu.
Hoshiarpur.
Haripur.
Hyderabad.

Islamabad.

Jacobabad.
Jammu.
Jandola.
Jhang.
Jullundur.

Kapurthala.
Karachi.
Karnal.
Kohat.
Kulachi.

Lahore.
Lakki.
Larkana.
Ludhiana.
Lyallpur.

Malakand.
Mansehra.
Mardan.
Meerut.
Mianwali.
Miranshah.
Montgomery.
Multan.
Mussoorie.
Muzaffargarh.

Naini Tal.
Nathiagali (Summer only).
Narowal.
Nowshera.

Peshawar.
Parachinar.

Quetta.

Rawalpindi.
Razmak.
Rewari.

Sargodha.
Sararogha.
Shahpur.
Sheikhupura.
Sialkot.
Simla.
Srinagar.
Subathu.
Sukkur.
Swabi.

Tank.

Wana.

SECTION IV
TOURING ABROAD

FIT

Frigidaire

AND

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EFFICIENCY, ECONOMY AND SERVICE

THE COOLING EQUIPMENT CO. LTD.

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Branches at KARACHI - RAWALPINDI - PESHAWAR

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CAR

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SPECIAL HOME DELIVERY TERMS

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GOVAN BROS. LTD.,
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TOURING ABROAD.

There are various formalities to be complied with before it is possible to tour in foreign countries or British colonies in one's own car. Members taking a car from India are advised to write in to the Secretary well in advance in order that the necessary documents be obtained and the shipping arrangements concluded. If, however, it is decided to buy a car in England and from thence start touring on or *via* the Continent, it would be advisable to join the Royal Automobile Club or the Automobile Association of Great Britain under the special arrangements concluded with the Automobile Association of Northern India. These two bodies have very efficient Touring Departments and give their members an unrivalled service in that connection. An International Convention relative to Motor Traffic was concluded at Paris on the 24th April, 1926, the Government of India being amongst the signatories; and the Convention, together with the Motor Vehicles International Circulation Rules issued thereunder, is the guide to official requirements for foreign touring. Notes on the more important provisions of the Convention are contained in the following pages, but it should be noted the fees and procedure are as laid down for India, and may differ slightly in Great Britain.

The intending tourist should apply to the Association for the documents detailed hereunder, or to the Automobile Association or Royal Automobile Club, if England is the point of departure.

International Certificate.

This certificate, issued under Clause 4 of the Convention is obtained from the District Magistrate in places other than Calcutta, Bombay, Madras and Rangoon. The Automobile Association of Northern India have, however, been empowered to issue International Certificates, and members should apply to the Secretary. Certificates are valid for one year. The issue of certificates must be preceded by examination

of the motor vehicle to be used on the tour, to ensure that it complies with the conditions specified in Article 5 of the Convention which is reproduced at the end of these notes. The fee for a certificate in respect of a car is Rs. 10.

The particulars to be entered on the certificate are as follows :—

1. Type of chassis.
2. Serial (maker's) number of chassis.
3. Engine—
 (*a*) Number of cylinders.
 (*b*) Engine number.
 (*c*) Stroke.
 (*d*) Bore.
 (*e*) Horse-power.
4. Body—
 (*a*) Shape.
 (*b*) Colour.
 (*c*) Number of seats.
5. Weight of body unladen (in kilog.)
6. Weight of vehicle fully laden, if exceeding 3,500 kilog. (in kilog.)

(*Note.*—Fully laden means the weight of the vehicle unladen, plus the maximum rated load.)

7. Identification marks on plates.

International Driving Permit.

Permits are issued by the District Magistrate or the Automobile Association of Northern India on payment of the same fees as for International Certificates, and are valid for one year. Every permit must have an approved photograph of the holder affixed. Forms of application are obtainable from the A. A. N. I.

Passports

Every member of the party over 16 years of age must be in possession of a separate passport, except in

the case of husband and wife travelling together, for whom one is sufficient. In some countries Consular Visas are necessary.

Triptyques.

Triptyques are Customs Permits for the temporary importation of motor vehicles into foreign countries without the necessity for deposit of the customs duty otherwise chargeable. A Triptyque or Customs Carnet is not available for a country in which the holder is domiciled or has a place of business. A Triptyque is available only for the country mentioned therein, and it is therefore better to obtain a Customs Carnet if several countries are to be visited. Triptyques are issued for the following countries :—

Great Britian and Northern Ireland,
The Irish Free State,
France (including Algeria & Monaco),
Albania,
Austria,
Belgium (including Luxembourg),
Bulgaria,
Czecho-Slovakia,
Denmark,
Egypt,
Esthonia,
Finland,
Greece,
Holland
Hungary,
India and Burma,
Iraq,
Iran,
Italy (including Tripolitania),
Latvia,
Lithuania,
Morocco (including Tangier),
Norway,
Palestine,
Poland,
Portugal,
Roumania,
South Africa,
Spain,
Sweden,
Switzerland (including Liechtenstein),
Syria,
Tunisia,
Turkey and Yugo-Slavia.

Customs Carnet, or International Customs Permit.

Authorizes temporary importation of a motor vehicle into all or any of the following countries :—

Africa Occidentale,
Albania,
Australia,
Brazil,
Bulcaria,
Ceylon,
Hungary,
Irish Free State,
Italy,
Switzerland,
Belgium and Luxembourg,
Czecho-Slovakia,

B. India,
Burma,
Congo,
France,
Iraq,
Iran,
Algeria,
Austria,
Denmark,
Finland,
Great Britain and Northern Ireland,
Greece,
Holland,
Esthonia,
Turkey,
Madagascar,
Palestine,
Poloene,
Portugal,
Rhodesia,
Latvia,
Norway,
Poland,
Spain,
Sweden,
Tripolitania, and
Yugo-Slavia.

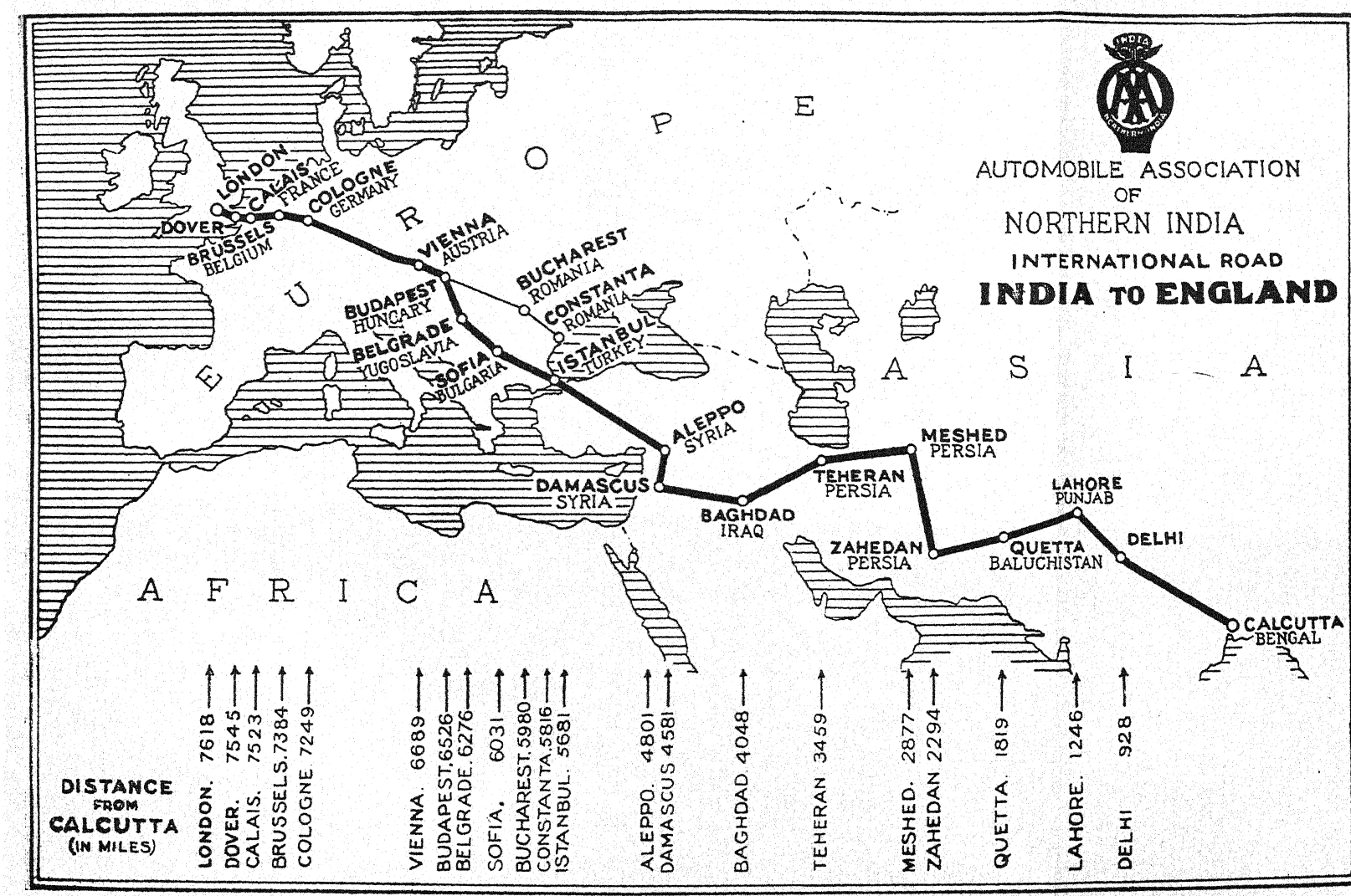
Customs Deposits.

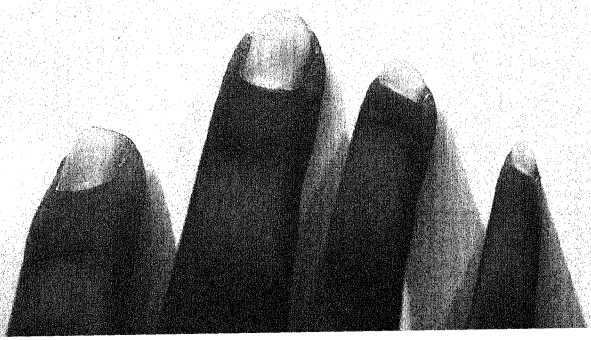
The Association issuing a Triptyque or Customs Carnet is required to furnish a security, and members must ascertain particulars of the covering security required from them.

Distinguishing Marks.

Every motor vehicle used under the terms of the Convention must carry, on an accessible portion in the rear of the vehicle, an oval plate 30 cm. wide by 18 cm. high bearing the distinctive letters applicable to the State in which the vehicle is being used. In the case of cars the letters must be at least 10 cm. high, the width of strokes being at least 15 mm., whilst for motor-cycles the letters must be at least 8 cm. and 10 mm. respectively, the plate being 18 cm. by 12 cm. The distinctive letters for the diffierent States and Territories are as follows :—

Germany	D	Great Britain and Northern Ireland ...	GB
United States of America	US	Alderney	GBA
Austria	A	Gibralter	GBZ
Belgium	B	Guernsey	GBG
Brazil	BR	Bulgaria	BG
Jersey	GBJ	Chile	RCH
Malta	GBY	China	RC
British India ...	BI	Colombia ...	CO
France, Algeria and Tunis	F	Cuba	C
French India ...	F	Denmark	DK
Guatemala ...	G	Dantzig	DA
Greece	GR		


AUTOMOBILE ASSOCIATION
OF
NORTHERN INDIA
INTERNATIONAL ROAD
INDIA TO ENGLAND
EUROPE
ASIA
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LONDON
CALAIS FRANCE
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BUDAPEST HUNGARY
BELGRADE YUGOSLAVIA
SOFIA BULGARIA
BUCHAREST ROMANIA
CONSTANTA ROMANIA
ISTANBUL TURKEY
ALEPPO SYRIA
DAMASCUS SYRIA
BAGHDAD IRAQ
TEHERAN PERSIA
MESHED PERSIA
ZAHEDAN PERSIA
QUETTA BALUCHISTAN
LAHORE PUNJAB
DELHI
CALCUTTA BENGAL
DISTANCE FROM CALCUTTA (IN MILES)
LONDON. 7618
DOVER. 7545
CALAIS. 7523
BRUSSELS. 7384
COLOGNE. 7249
VIENNA. 6689
BUDAPEST. 6526
BELGRADE. 6276
SOFIA. 6031
BUCHAREST. 5980
CONSTANTA. 5816
ISTANBUL. 5681
ALEPPO. 4801
DAMASCUS 4581
BAGHDAD. 4048
TEHERAN 3459
MESHED. 2877
ZAHEDAN 2294
QUETTA. 1819
LAHORE. 1246
DELHI 928



Haiti ...	RH	Egypt ...	ET
Hungary ...	H	Ecuador ...	EQ
Irish Free State	SE	Spain ...	E
Italy ...	I	Estonia ...	EW
Latvia ...	LR	Finland ...	SF
Liechtenstein	FL	Portugal	P
Lithuania ...	LT	Roumania	R
Luxembourg	L	Territory of Saar	SA
Morocco ...	F	Kingdom of Serbs, Croats & Slovenes ...	SHS
Mexico ...	MEX	Siam ...	SM
Monaco ...	MC	Sweden ...	S
Norway ...	N	Switzerland	CH
Panama ...	PY	Syria and Lebanon ...	LSA
Paraguay ...	PA	Czecho-Slovakia ...	CS
Netherlands	NL	Turkey ...	TR
Indies	IN	Union of Soviet Socialist Republics ...	SU
Peru ...	PE	Uruguay ...	U
Persia ...	PR		
Poland ...	PL		

Note.—Since the conclusion of the Convention the following distinctive letters have been adopted for the States named below :—

Palestine ...	M	Belgian Congo and territories placed under the mandate of Belgium ..	CB
All French Colonies ...	F	Saint-Martin ...	RSM
Togo Territory under French mandate ...	TT	Union of South Africa ...	SAU
Cameroon Territory under French mandate ...	TC		

Contracting States :—

The following States have signed the Convention. Members desiring to tour in any country not mentioned in the list should make enquiries as early as possible :—

Great Britain and Northern Ireland.	Australia.
France.	Albania.
Irish Free State.	Germany.
Iran	Austria.
Italy.	Hungary.
Greece.	The Netherlands.
French Indo-China.	Denmark.
Madagascar.	Finland.
French West Africa.	Iraq.
French Equatorial Africa.	Vatican.
E. Africa.	Syria.

French Togoland.
French Guiana.
French India.
Martinique.
Egypt.
Brazil.
India
Sweden.
Palestine.
Chile.
Malta.
Czecho-Slovakia.
Lithuania.
Switzerland.
Belgium.
Bulgaria.
Portugal.
Spain.
Lebanon.
Estonia.
Latvia.
Siam.
Poland.
Roumania.
Norway.
Monaco.
Luxembourg.
Morocco.
Belgian Congo and territories placed under the mandate of Belgium.
Yugoslavia.
Greece.
Southern Rhodesia.
Gibraltar.
Reunion.
Guadaloupe.
New Caledonia.
French Somaliland.

Specification of Vehicles.

(Article 3 of the International Motor Traffic Convention.)

Every motor vehicle, in order to receive international authorization to travel on any road to which the public have access, must either have been recognized as suitable for use on any road to which the public have access after an examination by the competent authority, or by an association authorized by that authority, or must conform to a type approved in the same manner. The vehicle must, in any case, fulfil the following conditions :—

I. The motor vehicle must be equipped with the following :—

(*a*) Strong steering apparatus which will allow the vehicle to be turned easily and with certainty.

(*b*) Either two systems of brakes, independent of each other, or one system of brakes with two independent means of operation, of which one means of operation will function even if the other fails to function, provided that in all cases the system used is really effective and rapid in action.

(*c*) If the weight of the motor vehicle when empty exceeds 350 kilog., a mechanism by means of which the vehicle can from the driver's seat be made to move backwards under its own power.

(*d*) When the combined weight of the empty motor vehicle and the weight of the maximum load which it is officially declared to be capable of carrying exceeds 3,500 kilog. special mechanism, such as can prevent, in all circumstances, the vehicle from running backwards, and in addition a reflecting mirror.

The control and steering apparatus must be so placed that the driver can manage them with certainty and at the same time have a clear view of the road.

The machinery must be such as to work with certainty and disposed in such a way as to avoid, as far as possible, all danger of fire or explosion ; so as not to constitute any sort of danger to traffic and so as not to frighten or seriously inconvenience by noise, smoke or smell. The vehicle must be equipped with a silencer.

The wheels of motor vehicles and trailers drawn by them must be fitted with rubber tyres or with some other tyres of equivalent elasticity.

The distance between the ends of the hub caps must not exceed the maximum width of the remainder of the vehicle.

II. The motor vehicle must carry :—

(*a*) At the front and the back, marked on the plates or on the vehicle itself, the registration number which has been allotted to it by the competent authority. The registered number placed at the back as well as distinctive marked referred to in Article 5 must be

lit up as soon as they cease to be visible by the light of day.

In the case of a vehicle followed by a trailer the registration number and the distinctive mark referred to in Article 5 are to be repeated behind the trailer, and the regulation regarding the lighting of these marks applied to the trailer.

(*b*) In an easily accessible position and in a form easily legible, the following particulars:—

Name of maker of chassis.

Maker's chassis number.

Maker's engine number.

(*c*) Every motor vehicle must be fitted with an audible warning device of sufficient strength.

(*d*) Every motor vehicle travelling along must, during the night from sunset to sunrise, be fitted in front with at least two white lights placed one on the right and the other on the left, and, at the back with a red light.

For motor bicycles unaccompanied by side-car, the number of lights in front may be reduced to one.

(*e*) Every motor vehicle must also be equipped with one or more devices capable of effectively illuminating the road for a sufficient distance ahead unless the two white lights prescribed above already fulfil this condition.

If the vehicle is capable of proceeding at a speed greater than 30 kilom. an hour this distance must not be less than 100 metres.

(*f*) Lamps which may produce a dazzling effect must be provided with means for eliminating the dazzling effect when other users of the road are met, or on any occasion when such elimination would be useful. The elimination of the dazzling effect must, however, leave sufficient light to illuminate the road clearly for at least 25 metres.

(*g*) Motor vehicles drawing trailers are subject to the same regulations as separate motor vehicles in so far as forward lighting is concerned ; the rear red light to be carried on the back of the trailer.

(*h*) In so far as the limits regarding weight and dimensions are concerned, motor vehicles and trailers must satisfy the general regulations in force in the countries in which they travel.

AUTOMOBILE ASSOCIATIONS OVERSEAS.

AFRICA.

Royal East African Automobile Association, P. O. Box 87, Exchange Buildings, Nairobi, Kenya Colony.

Uganda Branch.—P. O. Box 6, Uganda.

Tanganyika Branch.—P. O. Box 78, Dar-es-Salaam.

Zanzibar Branch.—Tippu Tib House, Zanzibar.

AFRICA-RHODESIA.

Automobile Association of Rhodesia, P. O. Box 700, Manica Road, Salisbury, S. Rhodesia.

Bulawayo Branch.—P. O. Box 244, Royal Exchange Buildings, Bulawayo.

Northern Rhodesia Branch.—P. O. Box 16, Livingstone, N. Rhodesia.

AFRICA, SOUTH.

Royal Automobile Club of South Africa, National Mutual Buildings, Church Square, Cape Town.

Kimberley Branch.—P. O. Box 268, Kimberley.

South African Federated Automobile Association.

National Division.—P. O. Box 1561, 40-42 Field Street, Durban.

Transvaal Division.—P. O. Box 7118, Central House, Main and Simmonds Streets, Johannesburg.

East London and Border Automobile Club—P. O. 394, Insurance Chambers, 40, Terminus Street, East London, C. P.

Port Elizabeth Automobile Club, P. O. Box 304, 1st floor, 57, Main Street, Port Elizabeth.

ALGERIA.

Automobile Club D'Algeria et Circle Des Sports, 7, Rue de Constantine, Algiers.

AUSTRALIA.

Royal Automobile Club of Australia, 89, Macquarie Street, Sydney.

Royal Automobile Club of Victoria, 94, Queen's Street, Melbourne.

Royal Automobile Club of Queensland, Country Press Chambers, Edward Street, Brisbane.

Royal Automobile Club of Western Australia, R.A.A. Building, Hindmarsh Square West, Adelaide.

Royal Auto club of Tasmania, Club House, Davey and Murray Street, Hobart.

AUSTRIA.

Oesterreichischer Automobile Club, (Automobile Club of Austria), Karnterring, 10, Vienna (1).

Oesterreichischer Touring Club, Peregringasse, 2, Wien (Vienna), IX.

BELGIUM.

Royal Automobile Club de Belgique, 58, Avenue des Arts, Brussels.

Touring Club de Belgique, 44, Rue de la Roi, Brussels.

CANADA.

Royal Automobile Club of Canada, New Birks Building, Montreal.

Ontario Motor League, Mumsden Building, Toronto.

Automobile Club of British Columbia, 1166, Georgia Street, West Vancouver.

Canadian Automobile Association, Lumsden Building, Toronto.

Quebec Automobile Club, 69, Buade Street, Quebec.

Montreal Motorists League, Windsor Hotel, Montreal.

CHANNEL ISLANDS.

Guernsey Motor Association, Hollywood, Mount Row, Guernsey.

DENMARK.

Kongelig Danak Automobile Club (Royal Automobile Club of Denmark), Raadhaspladsen, 77, Copenhagen.

Foren de Danak Motorejere (Danish Motoring Association), St. Kongensgade, 132, Copenhagen.

EGYPT.

Royal Automobile Club d'Egypt, 3, Sharia Chawarbi, Cairo.

FEDERATED MALAY STATES AND STRAITS SETTLEMENTS.

Penang and Kedah Automobile Club, c/o Messrs N. V. Straits Java Trading Co., Penang, S. S.

Perak Motor Union, Ipoh, Perak, F. M. S.

Negri Sembilan Motor Association, Negri Sembilan, Seremban.

Selangor Automobile Association, 12, Market Street, Kuala Lumpur.

Singapore Automobile Club, Chartered Bank Chambers, Singapore.

FRANCE.

Automobile Club de France, 6-8, Place de la Concorde, Paris.

Touring Club de France, Avenue de la Grande Armee, Paris.

The Automobile Association, Rue Massenet, Nice.

The Automobile Association, 20, Rue Lafayette, Paris.

GERMANY.

Automobile Club von Deutschland, Leipziger Platz, 16, Berlin, W. 9.

Aligemeiner Deutscher Automobile Club (A. D. A.C.), Koniginstrasse, 11 a, Munich.

GREAT BRITAIN.

The Royal Automobile Club, Pall Mall, London, S. W. 1. (and branches).

The Automobile Association, Fanum House, New Coventry Street, London, W. 1. (and branches).

HOLLAND.

Koninklijke Neerlandsche Automobile Club, (Royal Automobile Club of Holland), Headquarters:— Lange Vijverberg, The Hague.

Enquiry Office :—Weteringschaus, 120, Amsterdam.

IRISH FREE STATE.

The Royal Irish Automobile Club, Dawson Street, Dublin.

The Automobile Association, Dublin Office, 23, Suffolk Street, Cork Office, Ship Street.

MONACO.

Automobile Club de Monaco, 1, Rue Suffren Reymond, Monaco.

NEW ZEALAND.

North Island (N. Z.) Motor Union, 12, Panama Street, Wellington.

Auckland Automobile Association, 1-4, Premier Buildings, Durham Street, East Auckland.

South Island Motor Union (Automobile Association in South Island), 145-147, Worcester Street, Christ Church.

Wellington Automobile Club, Sussex Chambers, 12, Panama Street.

NORWAY.

Kongelig Norsk Automobil Klub (Royal Automobile Club of Norway), Drammensveien, 20, Oslo.

Norges Automobil-Forbund, Bygdo Alle 1, Oslo.

Landslaget for Reiselivet 1, Norge, Stortingsgaton, Oslo.

POLAND.

Automobile Club Polski (Automobile Club of Poland), 10, Aleja Szncha, Warsaw.

Polski Touring Club (Touring Club of Poland), 11, Rue Warecka, Warsaw.

PORTUGAL.

Automobile Club de Portugal (Automobile Club of Portugal), Largo do Calhariz, 29, Lisbon.

ROUMANIA.

Automobile Club Regal Roman (Royal Automobile Club of Roumania), Piata Palatului Regal, Bucarest.

Touring Clubul Romaniei (Touring Club of Romania), 7, Str. General Manu, Bucarest, 3.

SPAIN.

Real Automovil Club de Espana (Royal Automobile Club of Spain), Calle de Alcala, 69, Madrid.

Touring Club Espanol (Spanish Touring Club), Avenue Piy Margall, 5, Madrid.

SWEDEN.

Kungl. Automobile Klubben (Royal Automobile Club of Sweden), S. Blasieholmshamnen 6, Stockholm.

Sbenska Trafik forbundet, Basagatan, 12, Stockholm.

SWITZERLAND.

Automobile Club de Suisse (Automobile Club of Switzerland), Rue de Mt. Blanc, 16, Geneva.

TURKEY.

Touring Club Turc, 17-18, Adalet Han, Galata, Stamboul.

UNITED STATES OF AMERICA.

Automobile Club of America, 12, East 53rd Street, New York City.

The American Automobile Association, Pensylvania Avenue, 17th Street, Washington.

YUGO-SLAVIA.

Automobile Club de Royaume des Serbes, Croate-set-Slovenes, Rue Prince Michel, 35, Belgrade.

Jugoslavenski Touring Klub, Obilicev, Venac., 3, Belgrade.

SECTION V
LEGAL

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RULES FOR FREE LEGAL ADVICE AND DEFENCE.

1. The A.A.N.I. Legal Department is under the control of the Legal Sub-Committee, which reserves the right to withhold the benefit in any case, which, in their view, the circumstances are such as to render this course desirable. Free Legal Advice and Free Legal Defence are offered to members *who have paid their subscriptions at least fourteen days before the time of alleged offence, or enquiries, only once during each year of membership. Free Legal Advice and Free Legal Defence are offered to members who are insured with any insurance company, approved by the Automobile Associations. The only stipulation is that the alleged offence shall occur whilst using the member's car.*

Free Legal Advice.

2. Every member of the Association is entitled to the advice of the Legal Department on any matter directly arising out of the use and ownership of motor cars or motor cycles.

3. Disputes over buying and selling cars, liability for accidents on the road, claim for damages in transit, queries on the motor vehicles act, provincial motor vehicle rules, and the various regulations governing registration, licensing, storage of petrol, etc., are only a few of the matters in which the Association is able to help members in an advisory capacity. It is frequently possible to assist in securing a satisfactory settlement and avoid **the Expense and Inconvenience of Litigation.**

4. Applicants for free legal advice must forward to the General Secretary all papers and statements of fact relating to the queries about which advice is required. The General Secretary will then forward the case papers to the Legal Sub-Committee for consideration and decision.

Free Legal Defence.

5. Any member who has either received a summons, or is otherwise being prosecuted for an offence *under the Motor Vehicles Act or the Indian Penal Code or any other law for the time being in force*, may apply in writing to the General Secretary for free legal defence. The General Secretary, on receipt of the case papers, if any, together with a complete statement of the case, names of witnesses, plan of the scene of accident and all other details and particulars and a specimen accident report (as attached), shall forward the same to the Legal Sub-Committee for their consideration and decision, unless, on the ground of urgency, the Chairman deems it necessary to deal with the matter at once. The Legal Sub-Committee may, if necessary, call for further instructions from the member in writing or by asking the member to give an interview.

6. Free Legal Defence will be given in all such cases where, in the opinion of the Legal Sub-Committee of the A. A., matters of principle affecting the motoring public generally are involved. In other cases the Committee of the A. A. may decide to undertake the defence on such terms and conditions as they, in their absolute decision, may think fit.

7. The Legal Sub-Committee shall arrange to defend members, unless in the meantime the member informed the Legal Defence Sub-Committee that, in view of the facts and circumstances of the case and the advice given to him or for any other reason, he does not desire the Association to undertake the defence for him.

General Rules.

8. Free Legal Defence will not include the court fees or any other actual out-of-pocket expenses, such as travelling expenses, hotel charges, etc., and the decision

of the Legal Sub-Committee shall be conclusive. These expenses will be payable by the member to the A.A.N.I. as and when demanded.

9. In the event of any case having to be adjourned solely for the convenience of the member or owing to his absence the expenses and charges incurred therewith on such occasions shall be payable by the member concerned as and when demanded by the Association.

10. The Legal Sub-Committee shall consist of the General Secretary, the Legal Adviser, and any one member of the General Committee.

11. The Legal Defence Sub-Committee may add, alter or amend these rules from time to time. These rules were approved and confirmed by the General Committee of the A.A.N.I., at the 43rd meeting of the General Committee under the chairmanship of Captain T. N. Davidson.



A.A.N.I. Road Map of Northern India.

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THE PUNJAB.

Motorists in the Punjab are bound by the legal requirements of—

1. The Indian Motor Vehicles Act, 1914 ;

2. The Rules framed thereunder known as the Punjab Motor Vehicles Rules, 1931.

3. The Punjab Motor Vehicles Taxation Act, 1924, and

4. The Punjab Motor Vehicles Taxation Rules, 1925.

The legislation above referred to deals with many matters, such as heavy motor traffic, which do not concern the private motorist, and it is hoped that the following notes and extracts from the Rules will serve as a guide in respect of the more important points to which he should give his personal attention in order to avoid trouble with the authorities.

Registration.

The procedure for the initial registration of motor vehicles is indicated under the heading "Permits" below.

A motor vehicle which has already been registered in another province or one of the Indian States named in the list on pages 231-3 does not require re-registration but if it is used for more than 21 days in the Punjab it becomes liable to a part or the whole of the specified tax under the Punjab Motor Vehicles Taxation Rules. It is therefore obligatory for the owner of a motor vehicle so registered to notify the Superintendent of Police, in the form prescribed for the application for a permit, within one month of the date of the vehicle being used in the Punjab. The Registering Authority is the District Magistrate. The owner and driver of a motor vehicle are legally responsible that it conforms to the conditions under which

it has been registered, *e.g.*, a touring car may not be used as a public vehicle or a taxi unless a revised Permit is obtained for it.

Permits.

A Permit is a small book issued to the owner of each motor vehicle, and is a proof of registration. It is transferred with the vehicle after the necessary transfer particulars have been entered therein by the Registering Authority, and it does not need, under ordinary circumstances, periodical renewal and may not be transferred to any other vehicle. Application for a Permit must be presented in form A-1 to the Superintendent of Police, who will issue a certificate that the vehicle complies with the specification prescribed for the class of vehicle to which it belongs. The certificate, together with the application and the prescribed fee, also the amount of the quarterly tax due, must then be presented to the Registering Authority, who will assign a number to the vehicle, issue a Permit, and also a token which must be affixed to the vehicle, showing that the current quarter's tax has been paid. Only then may the vehicle be used on public roads, unless the Superintendent of Police has asked for an inspection previous to granting the certificate referred to above. The owner of any motor vehicle in respect of which a Permit has been issued is bound to produce the Permit when required to do so by a Registering Authority or a police officer. Permits may be suspended or cancelled by the Registering Authority on the ground that the vehicle is being maintained in such a condition as to be a danger to the public, or if the owner has ceased to comply with any rule applying to such vehicle.

The fee for the issue of a Permit for a light motor vehicle is Rs. 16 and for a motor cycle Rs. 4, whilst for a duplicate copy the fee is Rs. 2.

A permanent change of address must be notified to the Registering Authority by sending the Permit to

him with the change noted on the form included in the Permit within 14 days.

Change of ownership is effected by the permit holder filling in the form A-6 included in the Permit, and forwarding the Permit to the Registering Authority who will endorse and forward the Permit on to the new owner.

Tokens.

The token is a small paper disc setting forth the registered number of the vehicle, and a statement signed by the registering Authority that the tax for the quarter mentioned has been paid. The token must be affixed in a conspicuous position to the near side of the vehicle. Tokens are obtained by sending the requisite fee and the Permit to the Registering Authority, who will enter in the Permit that the tax has been paid, and issue the token for affixing to the motor. Remember that if your token is not up-to-date, besides becoming liable to a monetary penalty, you cannot legally use your motor vehicle, and the Police are authorized to order it off the road. In practice one month's grace is allowed from the beginning of each quarter in which to take out a new token.

The annual fees, payable in quarterly instalments, are those set out in the schedule on pages 234-36, under 'Taxation.'

Driving License.

The driving license is personal and entitles the licensee to drive *any* vehicle of the class covered by the license. Application for a license to drive private light motor vehicle must be made in form C-1 to the Superintendent of Police, who, if satisfied that the applicant is not less than 18 years of age and is competent to drive the specified class of vehicle, will endorse the application and give a certificate to that effect. A fee of Rs. 5 is levied for the driving test. The application and certificate must then be presented,

with the prescribed fee of Rs. 5, to the Registering Authority, who will issue the license. A driving license must be renewed annually, the fee for renewal being Rs. 2. A license must be available for inspection when asked for at any time by a police officer. Driving licenses issued in another Province, or in any of the Indian States mentioned in the list on pages 231-33, are valid in the Punjab until the date of expiry, and thereafter must be renewed according to the procedure in force in the Punjab. Renewal of driving licenses is obtained by forwarding the license with the prescribed fee to the Registering Authority.

A person learning to drive a motor vehicle in a public place must be accompanied by a licensed driver, and the latter is then legally responsible for the vehicle being driven.

The following extracts from the Public Motor Vehicles Rules and the Punjab Motor Vehicles Taxation Rules are of general interest :—

Lights.

No person shall drive any motor vehicle at night, nor shall any registered owner suffer or permit any motor vehicle to be driven at night unless it is provided with lights as follows :—

(*i*) In the case of a motor cycle having only one front wheel, one lamp in front showing a white light to the front and so placed as to illuminate the registered number plate on both sides and render the said number easily distinguishable.

(*ii*) in the case of a side-car, a single lamp showing a white light to the front and placed on the side of the side-car which is farthest from the motor vehicle to which the side-car is attached in such a way as to reveal the full width of the combination.

(*iii*) In the case of motor vehicles other than motor cycles having only one front wheel, two lamps,

one on each side of the front of the motor vehicle, showing a white light to the front and so placed as to reveal the full width of the vehicle.

(*iv*) In all cases a lamp affixed to the rear of the motor vehicle, or if a trailer is attached, to the rear of the trailer, showing a red light to the rear, and a white light to one side so placed as to illuminate the registered number plate affixed to the rear of the motor vehicle or trailer and to render the said number easily distinguishable.

(*v*) In all cases a lamp or lamps affixed to the front of the motor vehicle sufficiently bright to illuminate the road in front of the vehicle for a reasonable distance :

Provided that no person shall drive nor shall any registered owner suffer or allow to be driven in any cantonment or town area any motor vehicle, the front light or lights of which are so bright as to cause danger or annoyance to the public.

Driving.

The driver of a motor vehicle shall—

(*a*) comply with the driving conditions laid down ;

(*b*) obey all directions given, whether by signal or otherwise, by a police officer controlling traffic ;

(*c*) obey all directions conveyed by signs or notices fixed at the side of, or marked on the surface of, any public road ;

(*d*) employ on all occasions the recognized driver's signals ; and

(*e*) observe all traffic rules.

(The signals, signs and traffic rules referred to are set out on pages 176—180.)

Towing of Cycles.

The driver of a motor vehicle shall not cause or permit any person riding a cycle to he towed or drawn along by the vehicle.

Passengers and Luggage.

The driver of a motor vehicle shall not permit an attendant or any other person to be carried on the footboard or on any other portion of a motor vehicle other than within the body thereof, nor shall he permit goods to be loaded in any motor vehicle either in such a way as to protrude beyond the outside edge of the mudguard or to cause or to be likely to cause danger to the passengers or to other traffic or to persons using the road or to the public in general.

No person shall stand or sit, and nothing shall be placed, in such a manner or position as will be likely to hamper the driver in the performance of his duties as prescribed by the rules.

(*Explanation.*—The seating of persons on the right of the driver in the case of vehicles having right-hand steering control, and on the left of the driver in the case of vehicles having left-hand steering control, will be deemed to contravene the above rule.)

Standing Vehicles.

No motor vehicle shall be allowed to stand in any public place in such a way as to cause danger or inconvenience to the public or any member of the public, and, if the vehicle is unattended, unless the mechanism has been stopped and the handbrake applied.

Cut-outs.

No cut-out fitting or device which will allow exhaust gas from the engine to escape into the atmosphere without first passing through a silencer, expansion chamber or other contrivance adequate to reduce the noise of the escaping gas, so far as may be reasonably practicable shall be used in a public place—

(*a*) in any cantonment or town area;

(*b*) in such a manner as to cause danger or annoyance to the public.

Maximum Speeds.

(*a*) The maximum speed at which a motor vehicle may be driven in cantonment and town areas shall be, unless otherwise fixed by bye-laws made under the Punjab Municipal Act, 1911, the Cantonments Act, 1924, or the Punjab Small Towns Act, 1921, fifteen miles per hour.

(*b*) The District Magistrate may prescribe the maximum speed at which motor vehicles or any classes of motor vehicles may be driven over any bridge in his district on which a maximum speed has not already been fixed by some other competent authority.

(*c*) The District Magistrate may declare any bridge in his district to be closed to all motor vehicles exceeding such weight as, in his opinion, the bridge is incapable of bearing.

(*d*) Every order made by a District Magistrate under sub-sections (*b*) and (*c*) shall be written clearly and legibly in white letters on a red background on notice boards which shall be affixed in conspicuous positions at each end of the bridge to which the order applies, and it shall be unlawful for any driver or person in charge of a motor vehicle to contravene such order.

No motor vehicle shall be driven at a speed in excess of ten miles per hour when passing or meeting any body of troops or police on the march or any mounted or unmounted soldiers accompanying military luggage, treasure or stores, or any road gang working on the road.

Trade Numbers.

Upon an application by a manufacturer of, or dealer in, motor vehicles, the Registering Authority may assign to such manufacturer or dealer a general number to be used for a specified number of motor vehicles. Such number may be used upon any of the

said motor vehicles in his possession when driven solely for purposes of trial or instruction. A general number shall remain valid for twelve months from the date of issue, and may be renewed on payment of the same fee as was paid for the original general number. The fees payable for such general numbers are as laid down on pages 175 and 176.

The Registering Authority may at any time cancel a general number issued under the above rule ; if it is proved to his satisfaction that the dealer or manufacturer to whom such general number was issued has used it for any purpose not authorized by the above rule; provided that no order shall be made under this rule until the Registering Authority has given the said dealer or manufacturer an opportunity of making any representation which he may wish to make. In cases where a general number issued under sub-rule 1 above is used, the dealer or manufacturer to whom the number has been assigned shall maintain a register showing the number of vehicles for which the general number is used and assigning a serial number to each such vehicle, and shall mark every such vehicle both with the general number and with its serial number of the prescribed size printed in red on a flat plate on a yellow ground. The register shall further contain the following particulars :—

(*a*) The date on which, and the hour at which the vehicle leaves the premises, and the serial number which it bears ;

(*b*) the name of the person in charge of the vehicle on each occasion on which it leaves the premises; and

(*c*) the purpose for which the vehicle leaves the premises, and the hour at which it returns.

The dealer or manufacturer shall allow any police officer of or above the rank of Sub-Inspector to inspect the register on being required by him to do so.

Motor Cycles—Passengers.

The driver of a motor cycle shall not carry any person on the motor cycle, except on a pillion seat constructed for the purpose and approved by the Registering Authority.

Trailers.

(*i*) Every trailer shall be registered as a motor vehicle and the provision of these rules relating to the registration of motor vehicles shall so far as may be practicable apply to such registration.

(*ii*) Every trailer shall have a brake or brakes of such a type, and capable of being applied in such a manner, as may be approved by the Registering Authority.

Competitions and Exhibitions.

No motor competition, reliability trial, display or exhibition, in which more than five motor vehicles take part, shall be permitted on any public road or place without the previous sanction of the Inspector-General of Police whose decision shall be final.

Appeals.

Any person aggrieved by an order passed by a Registering Authority or District Magistrate under these rules may, within a period of thirty days from the date of such order, appeal from such order to the District Magistrate, or, if the District Magistrate is the Officer who passed such order, to the Commissioner. The appellate order of the District Magistrate or the Commissioner (as the case may be) shall be final and conclusive.

Hill Roads.

(*a*) *Timings.*—The District Magistrate may, from time to time, by general or special order, prescribe the hours or times during which it shall be permissible for motor vehicles to travel on any hill road within his

jurisdiction or on any portion thereof. No motor vehicle shall travel on such road at any other time than that so prescribed, except with written permission previously obtained on each occasion from the District Magistrate or such other authority as may be authorized specially or generally in this behalf by the Local Government: provided that a motor vehicle which is delayed by accident or other unavoidable cause, and is therefore unable to complete its journey within the prescribed time, may complete its journey on condition that the driver exercises special caution when meeting traffic, and reports to the first police post reached or police officer met.

(*b*) *Special Rules.*—The following special rules of the road shall be observed by all motor vehicles on hill roads:

(*a*) No motor vehicle shall overtake another, except at a place where the whole road is clearly visible for at least two hundred yards ahead; and

(*b*) when two motor vehicles approach each other in opposite directions at a point where they cannot meet without danger of collision, the vehicle proceeding down-hill shall give way to the vehicle proceeding up-hill. When such meeting takes place in a dip or on a level stretch of road, the vehicle on the inside of the road, *i.e.*, the side from which the hillside slopes upwards, shall give way.

(*c*) *Accident.*—A person in charge of a motor vehicle who knows, or has reason to believe, that an accident has occurred to any person, animal or vehicle, owing to the presence of such motor vehicle on a hill road, shall report the matter without delay to the nearest police post or patrolling police officer and shall, in making such report, give his name and address and the registration number of his vehicle.

(NOTE.—Special rules in connection with timings, two-way traffic, termini, the use of trailers, etc., are notified to the Press, and posted in hotels, dak bungalows and rest-houses, and also at police stations situated on the road to which they apply.

Brakes.

(*a*) All motor vehicles shall be fitted with two independent brakes in good working order and of such efficiency that the application of either will completely stop and hold the motor vehicle under all conditions.

(*b*) Such brakes shall be so fitted as to be capable of easy application and at least one shall be applied by a pedal.

Lamps and Horn.

Every motor vehicle shall be provided with—

(*a*) lamps as referred to on pages 166 and 167.

(*b*) a deep-toned horn capable of giving audible and sufficient warning of the approach of the vehicle:

Provided that, in the case of a motor cycle, the horn shall have a high-pitched note.

Number Plates.

The number assigned by the Registering Authority to a motor vehicle shall be shown in *white figures and letters* of uniform size on a *black ground* in the case of private motor vehicles, and with black letters on a white ground in the case of public motor vehicles, and shall be printed on a flat plate rigidly affixed to the front of the vehicle. The number shall be similarly printed on a flat surface rigidly affixed to the back of the vehicle.

In every case the number shall be so printed affixed and maintained as to be easily discernible at a reasonable distance, and shall not be of less than the following dimensions :—

Figures $3\frac{1}{2}$ inches high composed of strokes $\frac{3}{4}$ inch thick, Letters $2\frac{1}{2}$ inches high composed of strokes $\frac{1}{3}$ inch thick. A space of $\frac{1}{2}$ inch shall be left between each figure or letter and the next, and a margin of $\frac{1}{2}$ inch at the top, bottom and sides of the plate: provided that, in the case of a motor cyle, the figures, letters,

spaces and margins shall not be less than half of the above dimensions, and the front number shall be shown on each side of a plate projecting forward.

Separate number plates shall be affixed to the back of every side-car and trailer bearing the number assigned to the motor vehicle to which the side-car or trailer is attached.

Left-Hand Steering.

No motor vehicle shall have left-hand steering control : provided that a permit may be issued and may remain in force for a motor vehicle having left-hand steering control if the vehicle had already been registered before 1st July 1931.

Mirrors.

Every motor vehicle shall have a mirror so fixed as to indicate to the driver traffic approaching from the rear.

Silencers.

The outlet silencer shall not be so placed as to project the exhaust directly on to the road, nor be so placed or directed as to alarm horses.

Fees.

The fees payable under the rules shall be in accordance with the following schedule :—

Serial No.	Rule.	Subject in respect of which fee is payable.	Fee. Rs. a. p.
		Fees for Permits.	
1	6	Fee for the issue of a permit for—	
		(*i*) Heavy private motor vehicle ...	32 0 0
		(*ii*) Light private motor vehicle ...	16 0 0
		(*iii*) Private motor cycle	4 0 0
2	6	Original fee for the issue of a permit for a heavy public motor vehicle or public motor vehicle not fitted with pneumatic tyres	95 0 0
3	8	Fee for the renewal of a permit for a heavy public motor vehicle or public motor vehicle not fitted with pneumatic tyres...	62 8 0
4	6	Original fee for the issue of a permit for public motor vehicles other than those mentioned in serial No. (2) above ...	40 0 0
5	8	Fee for the renewal of a permit for public motor vehicles other than those mentioned in serial No. (3) above ...	25 0 0
6	9	Fee for the issue of a duplicate copy of a permit	2 0 0
7	9	Fee for the issue of a duplicate copy of a token	0 4 0
		Fees for Driving Licenses.	
8	18	Fee for driving test	5 0 0
9	19	Original fee for the issue of a license to drive a private motor vehicle ...	5 0 0
10	20	Fee for the renewal of a license to drive a private motor vehicle	2 0 0

Fees—*concld.*

Serial No.	Rule.	Subject in respect of which fee is payable.	Fee.
			Rs. a. p.
11	19	Original fee for the issue of a license to drive a public motor vehicle ...	8 0 0
12	20	Fee for the renewal of a license to drive a public motor vehicle	6 0 0
13	22	Fee for the issue of a duplicate copy of a driving license	Half the fee charged for the original issue of a driving license.
		Fees for General Trade Numbers.	Rs. a. p.
14	39	Original fee for the issue of a general trade number	100 0 0
15	39	Fee for the renewal of a general trade number	100 0 0

NOTE.—Fees may be paid in non-judicial stamps or in cash at the option of the person making the payment.

Traffic Rules.

I. All motor vehicles shall observe the rule of the road, viz., to pass traffic which is proceeding in the opposite direction on the left and traffic which is proceeding in the same direction on the right.

II. **Overtaking.**—A slower moving vehicle may be overtaken provided that—

(*a*) the act of overtaking will not hold up, inconvenience or endanger other traffic proceeding in either direction ;

(*b*) overtaking shall not occur in the vicinity of a blind corner, a police constable on point duty, or turning to the right, or when the road is not clearly visible ahead ;

(*c*) the vehicle sought to be overtaken is not itself attempting to overtake another vehicle.

III. **Turning.**—(1) (*a*) The driver of a motor vehicle shall slow down, and make the appropriate signal before making any turning.

(*b*) The speed at which any vehicle may be driven round any corner shall be such that there is no danger of skidding or overturning, and the turning vehicle can be kept on the left hand side of the road without difficulty.

(2) In making a turning from a side road to a main road to—

(*a*) the right, the driver of a motor vehicle shall slow down and, if necessary, stop until the main road is sufficiently clear to enable him to make the turning in safety ;

(*b*) the left, the driver of a motor vehicle shall keep to the extreme left and not hold up, inconvenience or endanger other traffic when making such turning.

(3) In making a turning from a main road to a side road to—

(*a*) the right, the driver of a motor vehicle shall draw to the middle of the road, slow down and, if necessary, stop until the road on the right is sufficiently clear to enable him to make the turning in safety ;

(*b*) the left, the driver of a motor vehicle shall keep to the extreme left and not hold up, inconvenience or endanger other traffic when making such turning.

(4) When two roads meet and it is doubtful which of the two is the main road, special caution should be observed by all drivers.

(5) When turning round blind corners the driver of a motor vehicle shall slow down, sound his horn in an audible manner, keep to the left and be on the look

out for pedestrians, any obstacle on the road, or traffic proceeding in either direction.

IV.—**Cross Roads.**—When passing cross roads, the driver of a motor vehicle shall slow down, sound his horn in an audible manner, and be on the look out for pedestrians or traffic crossing his path.

V. A clear road shall be no justification for lack of vigilance. The driver of a motor vehicle shall at all times be on the look out for pedestrians or traffic coming on to the road unexpectedly.

VI. The driver of a motor vehicle shall always allow sufficient room for other vehicles going in either direction to pass him with safety and without difficulty.

VII. The driver of a motor vehicle shall not slow down or stop in any public place before making the appropriate signal.

VIII. When a motor vehicle is halted, it shall be drawn up either off the road or as near as possible to the extreme left of the road. No motor vehicle shall remain halted at a place or in a manner where it is liable to cause danger or inconvenience to other traffic, *e.g.*, on the blind side of a corner.

Police Signals.

No. 1. *To stop a vehicle approaching from in front or from either side*, the constable faces squarely towards it and extends his right arm and hand at full length above the right-shoulder, with the palm of the hand towards the vehicle.

No. 2. *To stop a vehicle approaching from behind*, the constable extends his left arm horizontally from the shoulder, and holds it rigid with the back of the hand towards the vehicle.

No. 3. *To bring on a vehicle from in front*, the constable looks towards the driver and beckons him on with the right hand and forearm, which is raised well above the shoulder.

No. 4. *To bring on vehicles from his right or left*, the constable looks towards the driver for whom the signal is intended, and beckons him on with the right (or left) hand and forearm, which is raised well above the shoulder.

No. 5. When one constable is controlling four converging roads he will stop traffic approaching from in front and from behind simultaneously by combining signals Nos. 1 and 2 (above).

Driving Signals.

No. 1. "*I am going to SLOW DOWN, or STOP, or TURN to my LEFT.*"

Extend the right arm with the palm of the hand turned downwards, and move the arm slowly up and down, keeping the wrist loose.

No. 2. "*I am going to turn to my RIGHT.*"

(This signal may be used in any circumstances when it may be necessary to convey the warning "*It is dangerous to overtake me on my RIGHT.*")

Extend the right arm and hand, with the palm turned to the front, and hold them rigid in a horizontal position straight out from the off-side of the vehicle.

No. 3. "*You may OVERTAKE me on my RIGHT.*"

(In the interests of public safety, this signal should only be given when the road ahead is clear, and never when approaching cross-roads or a bend in the road. The fact that it has been given must not be regarded by the following driver as absolving him from the responsibility of satisfying himself that he can overtake with safety.)

Extend the right arm and hand below the level of the shoulder, and move them backwards and forwards.

Driving Test.

To pass the driving test, an applicant shall show—

(1) that he is familiar with the rules of the road as set forth;

(2) that he is able to control a motor vehicle at speeds from five to thirty miles per hour, including—

(*a*) the efficient manipulation of gear changing mechanism ;

(*b*) the management of brakes ;

(*c*) turning to right and left from one road into another ;

(*d*) overtaking slower traffic ;

(*e*) simple backing and parking ;

(*f*) the correct interpretation of signals, road signs, road markings or any of such tests.

Roads.

For the purpose of restricting motor traffic on roads in the Punjab, roads are divided into three classes, viz., A, B and C. Class A roads will include all roads metalled with stone metal of adequate hardness, such as the major portion of the Grand Trunk Road, and may be used by all classes of motor traffic, subject to the provisions of the Punjab Motor Vehicles Rules, 1931.

Class B roads will include all roads metalled with kankar, brick, or soft stone, and may be used by motor vehicles not exceeding 30 cwt. in carrying capacity ; provided that six-wheeled motor vehicles fitted with low pressure pneumatic tyres and not exceeding two tons in carrying capacity will be permitted to use the roads.

Class C roads will include all unmetalled roads and may be used by motor vehicles not exceeding 30 cwt. in carrying capacity ; provided that six-wheeled motor vehicles fitted with low pressure pneumatic tyres and not exceeding two tons in carrying capacity will be permitted to use the roads.

ROAD SIGNS.

1



UNEVEN ROAD

2



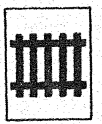
DOUBLE CORNER

3



CROSS ROADS

4



LEVEL CROSSING

5



SCHOOL

6



LEFT CORNER

7



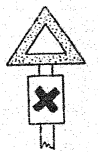
RIGHT CORNER

8



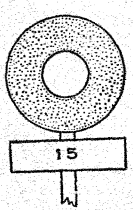
DANGER SIGN

9



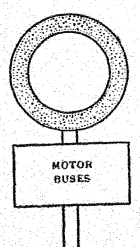
DANGER SIGN TO BE USED IN CONJUNCTION WITH SIGNS 1 TO 7 TO INDICATE NATURE OF DANGER

10



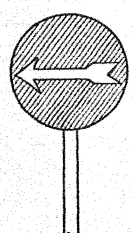
SPEED LIMIT

11



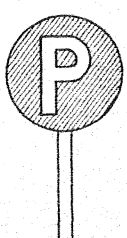
PROHIBITION SIGNS
CLASS OF VEHICLE
PROHIBITED SHOULD BE GIVEN
IN RECTANGLE BELOW

12



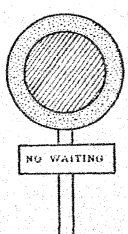
SIGN INDICATING
DIRECTION TO BE
FOLLOWED

13

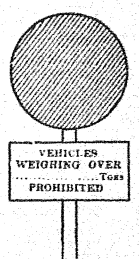


SIGN INDICATING
AUTHORIZED PARKING
SPACE

14



15



REFERENCES

BLACK

BLUE

RED

Indian States which have been granted reciprocity in matters of licensing and registeration.

Serial No.	Name of Indian State.	Where situated.	Distinguishing letters.
1	Mysore ...	Madras Presidency ...	Mys.
2	Baroda ...	Bombay Presidency ...	Ba. Ka., A., N., or O.
3	Patiala ...	Punjab ...	P. S. G. (for State-owned cars only) P. S.
4	Bharatpur ..	Rajputana ...	B. P.
5	Talcher ...	Bihar and Orissa ...	B. O. T. O.
6	Kalahandi ...	Ditto. ...	B. O. Kli.
7	Jammu and Kashmir ...	Kashmir ...	J. and K.
8	Gwalior ...	Central India ...	G. S.
9	Nabha ...	Punjab ...	Nabha State.
10	Benares ...	U. P. ...	Benares State.
11	Jind ...	Punjab ...	Jind State.
12	Rampur ...	U. P. ...	R. R.
13	Dhenkanal State ...	Bihar and Orissa ...	B. O. D. K. L.
14	Nayagarh ...	Ditto. ...	B. O. N. G. R.
15	Travancore ...	Madras Presidency ...	T. V. R.
16	Baster ...	C. P.	B. T. R.
17	Kankar ...	Ditto. ...	K. N. K.
18	Hindol ...	Bihar and Orissa ...	B. O. H. L.

19	Raigarh	..	C. P.	...	R. G. R.
20	Chhuikhadan	...	Ditto	...	C. K. N.
21	Kawardha	...	Ditto	...	K. W.
22	Bonai	...	Bihar and Orissa	...	B. O. B. N.
23	Nandgaon	...	C. P.	...	N. D. G.
24	Khairgarh	..	Ditto	...	K. G. H.
25	Indore	...	Central India	...	H. S.
26	Daspalla	..	Bihar and Orissa	...	B. O. Daspalla.
27	Rewa	...	Central India	...	Rewa.
28	Keonihar	...	Bihar and Orissa	...	B. O. K. J.
29	Mayurbhanj	...	Ditto	...	B. O. My.
30	Patna	...	Ditto	...	B. O. Ptn.
31	Band	...	Ditto	...	B. O. B. D.
32	Nilgiri	..	Ditto	...	B. O. N. L.
33	Athgarh	...	Ditto	...	B. O. A. J. G.
34	Khandpara	...	Ditto	...	B. O. K. H. P.
35	Baramba	...	Ditto	...	B. O. B. R. B.
36	Narsinghpur	...	Ditto	...	B. O. N. S. P.
37	Cochin	...	Madras	...	O. S.
38	Pudeekethie	...	Ditto	...	P. S.
39	Kalsia	...	Punjab	...	State Coat-of-Arms with the words "Kalsia State" below it.
40	Pataudi	...	Ditto	...	State monogram (cross-swords, moon and star) with the words "Pataudi State" bleow it.

Indian States which have been granted reciprocity in matters of licensing and registration—concld.

Serial No.	Name of Indian State.	Where situated.	Distinguishing letters.
41	Dujana ...	Punjab ...	Cresent and Star, with the words "Dujana" State below it.
42	Bhopal ...	Central India ...	B. S.
43	Korea ...	C. P. ...	K. O. R.
44	Tigiria ...	Bihar and Orissa ...	B. O. T. G.
45	Pal Lahara ...	Ditto ...	B. O. P. A. L.
46	Kharsawan ...	Ditto ...	B. O. K. S. W.
47	Athmallik ...	Ditto ...	B. O. A. L. K.
48	Seraikala ...	Ditto ...	B. O. S. K.
49	Rairakhol ...	Ditto ...	B. O. R. K.
50	Ranpur ...	Ditto ...	B. O. Rnp.
51	Sonpur ...	Ditto ...	B. O. S. N. P.
52	Sarangarh ...	C. P. ...	S. G. H.
53	Mandi ...	Punjab ...	"Mandi" for State Cars "M" for private lorries and cars.
54	Khairpur ...	Sind ...	Khairpur State.

SCHEDULE.

Description of motor vehicles.	Annual rate of tax.
1. Cycles (including motor-scooters and cycles with attachment for propelling the same by mechanical power), not exceeding 8 cwt. in weight unladen—	Rs.
(*a*) Bicycles exceeding 200lb in weight unladen	15
(*b*) Bicycles exceeding 200lb in weight unladen	30
(*c*) Bicycles if used for drawing a trailer or side-car, in addition ...	10
(*d*) Tricycles	40
2. Vehicles not exceeding 5 cwt. in weight unladen adapted and used for invalids ...	5
3. Vehicles used solely in the course of trade and industry for the transport of goods (including tricycles weighing more than 8 cwt. unladen)—	
(*a*) Electrically propelled, but not exceeding 25 cwt. in weight, unladen	35
(*b*) Vehicles other than such electrically propelled vehicles as aforesaid not exceeding 12 cwt. in weight unladen	25
(*c*) Vehicles exceeding 12 cwt., but not exceeding one ton in weight unladen	37½
(*d*) Vehicles exceeding one ton, but not exceeding two tons in weight unladen	75

Description of motor vehicles.	Annual rate of tax.
	Rs.
(*e*) Vehicles exceeding two tons, but not exceeding three tons in weight unladen	200
(*f*) Vehicles exceeding three tons, but not exceeding four tons in weight unladen	300
(*g*) Vehicles exceeding four tons in weight unladen	400
(*h*) Vehicles if used for drawing a trailer, in addition for each trailer; provided that two or more motor vehicles shall not be chargeable under this clause with respect to the same trailer	50
4. Vehicles plying for hire and ordinarily used for the transport of passengers within the limits of a Municipality or a Cantonment—	
(*a*) Tram cars	15
(*b*) Other vehicles seating not more than four persons	50
(*c*) Other vehicles seating more than four persons, but not more than six persons	75
(*d*) Other vehicles seating more than six persons, for every additional person that can thus be seated up to 32, in addition	6
(*e*) Other vehicles seating more than 32 persons	700
4-A. Vehicles plying for hire and ordinarily used for the transport of passengers outside the limits of a Municipality or a	

Description of motor vehicle.	Annual rate of tax.
Cantonment or from a point within the limits of a Municipality or Cantonment to a point situated outside such limits or within the limits of another Municipality or Cantonment :—	Rs.
(*a*) Tram cars	15
(*b*) Other vehicles seating not more than four persons	30
(*c*) Other vehicles seating more than four persons, but not more than six persons	40
(*d*) Other vehicles seating more than six persons, but not more than twenty persons ...	50
(*e*) Other vehicles seating more than twenty persons, for every additional person that can thus be seated up to 32, in addition ...	6
(*f*) Other vehicles seating more than 32 persons ...	700
5. Motor vehicles other than those liable to tax under the foregoing provisions of this schedule :—	
(*a*) Seating not more than one person ...	40
(*b*) Seating not more than three persons	60
(*c*) Seating not more than four persons	80
(*d*) Seating more than four persons, for every additional person that can be seated ...	20

Exemptions.

Persons who keep for use motor vehicles of the following classes are exempt from liability to pay the tax in respect of such motor vehicles to the extent specified below :—

(*i*) Motor vehicles owned and kept for use by departments of the Central or Provincial Government —Total exemption.

(*ii*) Motor vehicles owned and kept for use by any local authority situated within the Punjab—Total exemption.

(*iii*) Motor vehicles owned by the manager of a school and kept for the sole use of conveying pupils to and from school—Total exemption.

(*iv*) Motor vehicles classed as ambulances owned by the authorities of a hospital and kept for the sole use of conveying patients to and from hospital—Total exemption.

(*v*) Motor vehicles temporarily brought in to the Punjab and kept for use therein—

(*a*) for a period not exceeding 21 days—Total exemption.

(*b*) for a period exceeding 21 days, but not exceeding 30 days—Fifty per cent exemption.

(*c*) for a period exceeding 30 days, but not exceeding 60 days—Twenty-five per cent exemption.

(*vi*) Motor vehicles exempted under the Auxiliary Force Act, 1920, the Indian Territorial Force Act, 1920, or any other law for the time being in force—Total exemption.

A person (other than a department of the Central or Provincial Government) who is wholly exempt from liability to pay the tax under this rule must nevertheless fill in and deliver the form of declaration and obtain a license unless he is exempt under sub-clause (*a*) of clause (*v*) of this rule.

Municipal Taxes.

Whoever becomes liable to pay a quarterly instalment of tax, but proves that he has paid a municipal tax in respect of the same motor vehicle, for the whole or part of the quarter for which the instalment of tax

is due may claim deduction to the extent of half the amount of the municipal tax for the same period. Such claim must be supported by a receipt or a license or other document signed by a competent officer of the municipal committee, showing that such municipal tax has been paid for such period.

NOTE.—The Association has been informed that penalties imposed in the cases of failure to pay the prescribed fees under the Punjab Motor Vehicles Taxation Rules and to renew driving licenses on due dates will in future, save in exceptional cases, be exacted in full. Moreover the discretion previously vested in the Registering Authority of waiving or reducing the amount of penalty for sufficient reason, has been removed.

The dates on which taxes fall due and are payable are as follows :—

1st quarter, beginning April 1st, before April 30th

2nd quarter, beginning July 1st, before July 31st

3rd quarter, beginning October 1st, before October 31st.

4th quarter, beginning January 1st, before January 31st.

It must be noted that the full penalty for failure to pay the tax by due date is double the amount of the tax due, and in the case of failure to renew a driving license the full fee is Rs. 5 as against Rs. 2 renewal fee.

DELHI

The Delhi Motor Vehicles and Taxation Rules, 1933, came into force from October 1st, 1933. The Punjab Motor Vehicles Taxation Act was extended to Delhi, and the Rules framed thereunder are similar to those in force in the Punjab, references to which will be found on pages 163—187 whilst the Schedule of Vehicles is reproduced on pages 184--186. The Motor

Vehicles Rules also closely conform to the Punjab Rules, the following exceptions being of general interest:—

Identification.

The letter D followed by the number.

The figures and letters must conform to the following specification:—

	Height.	Width of strokes.	Width of each figure or number except 1.	Space between figures.
Cars ...	$3\frac{1}{2}''$	$\frac{3}{4}''$	$2\frac{1}{2}''$	$\frac{1}{2}''$
Motor Cycles ...	$1\frac{3}{4}''$	$\frac{3}{8}''$		

The number assigned by the Registering Authority to a motor vehicle will be shown in *black figures and letters* of uniform size on a *white ground*, and shall be printed on a flat plate rigidly affixed to the front and back of the vehicle. In every case the number shall be shown in English capital letters and figures, and shall be so printed, affixed, and maintained as to be easily discernible at a reasonable distance. In the case of motor cycles apart from the motor cycle itself separate number plates shall be affixed at the back of every side-car and trailer, bearing the number assigned to the motor vehicle to which the side-car or trailer is attached.

Delhi residents who use their cars for less than 21 days in any quarter are exempt from payment of tax for that quarter.

Speed

Within the limits of Connaught Place in the New Delhi Municipality no motor vehicle shall be driven at a greater speed than 25 miles an hour. The same speed limit will apply within the limits of the Notified Area Committee. Within the limits of Delhi Municipality no motor vehicle shall be driven at a speed exceeding 15 miles an hour except between Kashmir Gate and Delhi Gate *via* Lothian and Elgin Roads where a speed not exceeding 25 miles an hour is permitted.

NORTH-WEST FRONTIER PROVINCE.

Brief Notes on the North-West Frontier Province Motor Vehicles Rules 1925.

Registering Authority.

Inspector-General of Police, North-West Frontier Province.

Registration and Fees.

It is not necessary to register vehicles already registered elsewhere, or military motor vehicles. There is no re-registration. A charge of Re. 1 is made for the issue of a duplicate copy of a registration certificate.

Fees

	Rs.
Motor Vehicles exceeding 3 tons unladen ...	64
Motor Vehicles exceeding 2 tons but not exceeding 3 tons unladen	32
Motor Vehicles under 2 tons unladen ...	16
Motor Cycles	4

Change of Ownership.

Every change of ownership of a motor vehicle being used in the North-West Frontier Province must be reported to the Registering Authority by the registered owner and the transferee within 14 days. Such intimation must be given irrespective of whether the vehicle is registered or exempt from registration under the Rules.

Address.

Notification of permanent change of address shall be given to the Registering Authority within 10 days.

Identification.

The number allotted on registration by the Registering Authority preceded by the letters F. P. shall be

reproduced on a rectangular plate and affixed to the front and rear of the motor vehicle. The letters and figures must be in white on a black ground of the following size :—

	Height.	Width of strokes.	Width of each figure or number except 1.	Space between each figure or letter.
Cars ...	3½″	⅝″	2½″	½″
Motor Cycles ...	Half the above dimensions.			

Driving Licenses.

Obtainable from the Superintendent of Police. No person may drive a motor vehicle without a driving license issued by the licensing authority, or the appointed authority in any other part of British India. Every driving license shall remain in force during the calendar year of its issue, the fee for annual renewal being Rs. 2. Annas -/8/- is charged for a duplicate copy of a license.

Speed Limits.

Within any Cantonment ...	15 miles per hour.
Within any Municipality or Notified Area (except where a lower limit is notified on notice boards erected on the left hand side of the road)	10 miles per hour.
Motor vehicles passing bodies of troops, police constabulary, militia or other convoys ...	10 miles per hour.

Hill Roads.

Motor Vehicles shall pass all animals or animal-drawn vehicles on the outside of the road in all cases.

Murree-Abbottabad Road.

No motor vehicles are permitted on the road from Dhamtaur to Changlagali *via* Bagnota and Nathiagali.

Malakand Pass Road.

No motor vehicles shall be driven between a point one mile north of the Levy Post, Durgai, and Piran Killi (Canal Workshop) at a greater speed than 10 miles per hour.

Havelian-Abbottabad Road.

No motor vehicle shall be driven on the stretch of road from the junction of the Havelian Railway Station Road with the Hazara Trunk Road at the Daur Bridge to the Abbottabad Municipal Area—a distance of $8\frac{1}{4}$ miles—at a speed exceeding 20 miles per hour.

ACCIDENTS.

The legal position of the motorist in case of accidents.

(A). Section 4 (*c*) of the Motor Vehicles Act reads as follows :—

"The person in charge of a motor vehicle shall cause the vehicle to stop and to remain stationary so long as may reasonably be necessary when he knows, or has reason to believe, that an accident has occurred to any person or to any animal or vehicle in charge of a person owing to the presence of the motor vehicle and he shall also, if so required, give his name and address and the name and address of the owner of such motor vehicle."

Rule 138-A of the Punjab Rules framed under the Indian Motor Vehicles Act runs as follows :—

"A person in charge of a motor vehicle who knows, or has reason to believe, that an accident has occurred to any person, or to any animal or vehicle in charge of a person owing to the presence of such motor vehicle on a road, shall report the matter without delay to the nearest Police Post or patrolling police officer and shall, in making such report, give his name and address and the registration number of his vehicle."

It will, therefore, be seen that any motorist who meets with an accident should at once stop his vehicle and also must report the fact that he has had an accident to the nearest Police Post, Station or to the first police officer whom he meets. This is obligatory and contravention is punishable under section 16 of the Indian Motor Vehicles Act with a fine of Rs. 100 or on second conviction to a fine of Rs. 200.

No legal responsibility appears to attach to a motorist witnessing an accident, but it is pointed out that section 4 is so worded that it might well be held that the presence of the car in which the witness was sitting was also contributary to the accident. It is, therefore, advisable that any motorist who is in the immediate vicinity of an accident should at once stop his car and note all relevant details for his own protection.

(B). Section 4 *(a)* and *(b)* of the Indian Motor Vehicles Act, which run as follows, cover the case with regard to the stoppage of a car by the Police or a member of the public for an offence against the Motor Vehicles Act or Rules. This is perfectly clear and needs no comment.

Section 4. The person in charge of a motor vehicle shall cause the vehicle to stop and to remain stationary so long as may reasonably be necessary:—

(a) When required to do so by any police officer for the purpose of regulating traffic or of ascertaining his name and address with a view to prosecuting such person under this Act or for any purpose connected with the enforcement of the provisions of this Act or the Rules thereunder or

(b) When required to do so by any person having charge of any animal if such person apprehends that the animal is, or will be, alarmed by the motor vehicle.

Anyone concerned in an accident should stop at once, and measure the distance exactly from where the accident took place to where he pulled up his car. If this distance is short he will at once refute any charge of furious driving. He should also note names and addresses of all possible eye-witnesses and if he has a camera should take a photograph of the scene as soon as possible with the witnesses in position as they were at the time of the accident.

DOs and DON'Ts.

Articles of faith for all good motorists.

Do stop when you see another motorist in difficulties.

Do be graceful to an offer of help, although it may not be needed.

Do always keep to the left.

Do keep behind the vehicle in front when stopped at cross roads.

Do give heed to road signs—they are put there for the safety of the public, *yourself* included.

Do obey traffic signals promptly.

Do give audible warning of approach.

Do reply to audible warnings from other drivers.

Do remember others when driving through dirt or mud.

Do conform with lighting and parking regulations.

Do keep the engine in gear when descending hills.

Do dim or dip your lights as the need arises—not to do so is annoying and dangerous to other road users, as well as discourteous.

Do carry out the above Dos.

Don't drive fast through towns and villages; animals and children get in the way of the most skilled driver.

Don't in an emergency, give other road users credit for any intelligence.
Don't overtake when oncoming traffic has the right of way.
Don't overtake at cross roads.
Don't slow down or turn unless you have given the appropriate signal.
Don't wait until the last moment to give signals.
Don't overtake on the left.
Don't ignore the speed limits imposed by the authorities—it is dangerous to other people as well as yourself.
Don't forget your driving license, car permit and tax token.
Don't stop your car on a corner or bend.
Don't "assume" that the road is clear.
Don't cut in.
Don't forget that the Automobile Association of Northern India exists solely to help motorists. If you are not a member, write in today.
Don't forget any of the above.

HINTS FOR MOTORISTS.

Brakes.

Efficiency.

All cars with brakes acting on both front and rear wheels should possess at least 60 per cent braking efficiency, i.e., should be capable of being stopped on a dry level road within the distances shown against various speeds as follows:—

Miles per hour when brakes applied.	*Stopping distance feet.*
20	22·3
30	50
40	89
45	113

Squealing.

This unpleasant feature is caused, in general, by the vibration of drums when the brakes are applied. Some drums are acoustically better designed than others to communicate vibration to the surrounding air, i.e., drums that have no flange at the open end. In such cases a stout metal band clamped round the outside of the drum will alter the natural period of vibration, and is an unfailing remedy.

If squealing is intermittent, and not persistent (it may occur during and after wet weather) the cause is, in the majority of instances, an abnormal rise in the co-efficient of friction due either to the entry of grit or the formation of rust on the working surfaces of the drum, and usually disappears after the first application of the brakes. If the friction of the linings is reduced by the application of a little dry powdered graphite, squealing generally ceases, but the amount of graphite applied to the lining must not be overdone, otherwise the power of the brakes will be seriously affected. Another—and, perhaps, the most effective cure—is to dismantle the drum and shoes and clear the surfaces of any deposit and chamfer off the surface of the lining with a file for about one inch at each end. While an application of paraffin and oil will silence immediately the noisiest brakes, the expedient is distinctly not recommended.

Sparking Plugs.

The points should be set to ·018 of an inch (18/1000) in order to obtain the maximum efficiency. In the case of American cars, where a moderately low compression engine is used in combination with coil ignition, the points should be set to ·025.

Where coil ignition is employed on the average British engine, a higher compression ratio in usually employed and in these circumstances ·018 to ·020 is generally found satisfactory.

In every way it is "anna wise and rupee foolish" to fit cheap plugs, as so many parts of the engine are affected by the use of unsuitable types.

The majority of plugs sold nowadays can be dismantled for cleaning purposes, and there is a tool on the market for that purpose. When the core of the plug has been removed, the mica or porcelain insulation should be carefully cleaned with a piece of rag impregnated with petrol—*under no circumstances should an abrasive be used.* The inside of the body and the points may be scraped clean, and thoroughly wiped to remove all loosened pieces of carbon. When re-assembling make sure that the detachable centre makes a clean gas-tight seating in the inside of the body, and see that the gland nut is well tightened up.

Radiators.

Anti-Freezing mixtures.

Crude Glycerine, if added to the amount of 50 per cent, i.e., half gallon glycerine to one gallon water, will remain liquid to 10 degrees F., whilst Magnesium Chloride if added to the amount of 20 per cent, i.e., 20lb per gallon of water, will remain liquid to 0 degree F., though it must be remembered that if either of these mixtures is used to enable the radiator to be left without danger of freezing up, the mechanism of the car itself will be very cold and probably make the engine difficult to start, the petrol being difficult to vaporize, the oil not allowing the engine to turn readily, and the accumulator giving very much less power. It is, therefore, better and probably much more economical to use a safety oil lamp under the bonnet for cold nights, or, better still, to have a slow combustion stove in the garage, preferably placed to radiate its heat to the front of the car, as all the above disadvantages will then be minimized.

Cleanliness.

In the interests of efficiency it is necessary to keep clean the interior water passages of both the radiator and the cylinder block, which is best done by adding about ½lb of washing soda to the radiator water before starting on a long run, and draining the radiator at the conclusion of the run whilst the water is still hot and before the engine is stopped. The radiator should be refilled with clean soft water.

Running temperature.

The average running of the car is greatly assisted by the water circuit being kept hot. The correct temperature is from 160 to 180 degree F. (73/83 degree C).

Magneto.

After every 5,000 miles running inspect the contact breaker and clean the contacts if dirty or burned. If the contacts are pitted they may be filed with a dead smooth file, care being taken only to remove the smallest quantity of metal. Some contacts, if too hard to be filed, may be polished with fine emery cloth.

To render the points accessible for cleaning, it is necessary to withdraw the contact breaker from its housing. After removing the centre screw the contact breaker can be pulled off the tapered shaft on which it fits. Then push aside the locating spring and prise the rocker arm off its bearing, when it will be possible to begin cleaning the points. When replacing the contact breaker, care should be taken to ensure that the projecting key on the tapered portion of the contact breaker base engages with the key way cut in the armature spindle, otherwise the timing of the magneto will be upset.

Very occasionally it may be necessary to check the contact breaker, which is carried out in the following manner :—Turn the engine over very slowly until the

rocker arm of the contact breaker engages against one of the cams and the contacts are open to the widest extent possible, then test the opening with the gauge usually supplied with the magnetc spanner. If the gap is incorrect, adjustment should be made of the fixed contact. See that the check nuts of the fixed contact are *firmly* tightened after adjustment.

Carburettor.

As a car ages, carburation troubles become possible through extraneous causes. The carburettor joints are disturbed when the engine is decarbonized, and it is of the first importance that these joints should be air-tight. Air leaks between carburettor and induction pipe, or between the engine and the induction pipe, upset carburation. Such joints should be clean and tight : they are usually made with soft washers, possibly smeared with goldsize. The weak mixture, produced by such leaks, may lead to "popping back" through the carburettor ; an audible and unmistakable noise, probably accompanied by little puffs of smoke or even flame through the air intake port. Such popping back may further be due to weak mixture caused by choking of a petrol passage. It can also be caused by certain ignition faults or by a sticking valve.

Filter

If a good filter is used water cannot enter the carburettor, but if water is allowed to enter, it will cause misfiring of a violent and irregular character, as the blobs of water do not mix with the petrol but block the passages in an intermittent and confusing fashion. In a very old engine, worn valve guides produce air leaks, which can only be cured by fitting fresh parts.

Heavy petrol consumption is often due to leaks (from pipe or tank) or to dripping from the carburettor (caused by dirt under the needle).

Starting troubles.

Difficulty in starting the engine need never be laid at the door of the carburettor provided the instrument has not been "re-set" or tampered with by an inexperienced person: receives a sufficient supply of petrol (see that the petrol pipe is not wholly or partially blocked); the jets are clear of foreign matter, and there is no air leakage. If the ignition is in perfect order, and the engine is tuned sufficiently fast by the electric starter or by hand, the carburettor will always respond. But a novice may take a little time to learn the correct throttle setting for starting up. The use of low grade spirit should be avoided, especially in cold weather. The air strangler can be used when the engine is cold, and especially in the case of large engines its use may be necessary to keep the engine running for a brief period after starting up. These stranglers should, however, be used as little as possible, because they tend to introduce unvaporized petrol into the engine which washes oil off the cylinders and pistons and dilutes the lubricating oil.

Adjustment.

In most cases the car manufacturer sets the carburettor to suit his engine, and the owner should not tamper with its adjustment. If the owner becomes convinced for any reason that his carburettor is not perfectly set readjustment must be faced. Carburettor makers issue pamphlets containing full directions, and provide the necessary spare parts. Wherever possible such readjustments should be entrusted to the manufacturer or one of his service agents. But if the carburettor is accessibly mounted, and the owner is prepared to take pains, the job can be done by an amateur with the aid of the instruction book. The makers' setting is always a compromise between power and economy. Readjustment is seldom advisable unless there is a perceptible "flat spot" in the throttle opening. The opening of the throttle should feel like a smooth

crecendo in music; if there is a point at which the engine checks or baulks readjustment is desirable.

Air strangler.

It is useless to pay a good price for a first-class lubricating oil, if excessive use of the air strangler floods the cylinders with liquid petrol, washes away the oil, and dilutes the oil in the crank case. The air strangler should therefore be used with the strictest restraint. It should only be used if it is absolutely necessary when starting up from cold, and opened as soon as the engine consents to fire. The engine should then be coaxed to run steadily in neutral before a gear is engaged.

On Driving.

Though nowadays nearly every one knows how to operate a motor-car it is by no means true that nearly every one can drive a motor car.

Good drivers may sometimes be born, but in the main they have to be made, and it is only after considerable experience of all sorts of roads, other road users and their habits, and various kinds of motor-cars that the really good driver is evolved.

Since this is written for the motorist rather than for the would-be motorist, we will assume that the reader is acquainted with the elementary principles of driving and will go on to discuss what comprises good driving.

In good driving the human element is, of course, always the predominant factor, and the possession of qualities such as good eyesight and hearing, sensitive hands and feet, a sense of balance and speed and the power of rapid decision confers an enormous advantage on the individual. It is only fair to say, however, that many folk with slight defects are good and careful drivers, deriving full benefit from the use of their cars and in no way interfering with the pleasure or journeyings of other road users.

Hands.

Good hands—and feet—are a *sine qua non*, and the car is just as responsive or sensitive to the right or wrong touch as any thoroughbred.

Correct use of clutch and accelerator depends entirely on the driver's feet—as the clutch goes home so must the accelerator be depressed, and unless the two movements are co-ordinated the engine either stalls and stops, or else the car lurches off with a horrible jerk unpleasant for the passenger, disconcerting to the driver, and amusing to the onlookers, unless one of them happens to be the unfortunate maker of the car; he will then suffer agonies of apprehension as to the ultimate effect of such mishandling on the gears, propeller shaft and rear axle of the car he spent so many weary years perfecting.

The first principle to observe in what we ought perhaps to call "footwork" is to ensure that the heel of the foot, whether operating clutch or accelerator, is kept firmly planted on the floorboard and so acts as a pivot for the toes and sole which actually depress and release the pedals concerned; thus control and delicacy thereof are gained.

Before taking out a new or unfamiliar car it is advisable to acquaint oneself with the relative positions of the pedals and the amount of movement and pressure they call for in operation.

Once the car is moving the clutch ought to be engaged very definitely, and no attempt should ever be made to help a moving car by slipping the clutch. Such a practice soon results in a permanently slipping clutch, or in one which, when it does take hold, takes hold fiercely and unpleasantly. As the clutch goes home the accelerator should be sufficiently depressed to send the car smoothly and speedily ahead. Once the clutch is positively engaged the left foot should

be removed from the pedal. "Riding the clutch," as the habit of driving with the foot resting on the pedal is called, is to be strongly deprecated, even a light pressure sets up wear on the withdrawal mechanism, and will eventually result in noisy transmission and permanent clutch slip.

Steering.

"Hands" are very important here. A common mistake with beginners and nervous drivers is to grip the wheel far too tightly; this soon produces fatigue and, on a long run, exhaustion. A light but firm grip is all that is required, and if a modern car calls for a vice-like grip of the wheel to counter road shocks there is something wrong, and it should be returned to the Service Depot for attention.

Curves and moderate corners should not call for any perceptible steering effort, and if effort is apparent it probably means that the driver is not anticipating his curves. A good driver takes his curves sub-consciously, and, except in emergencies, will have set his car on the curve before he gets there. On the open road, with no oncoming traffic, and where the full curve is visible, there is no need to follow the sinuosities of the road, and the shortest course consistent with one's speed and direction should be taken.

When taking a sharp curve, or perhaps more correctly a corner, at smart speed, the accelerator should be released just before entering the corner and depressed again immediately the car is headed straight on leaving the corner. This is called "rolling round," is least provocative of skidding, and is incidentally the fastest, though perhaps less spectacular method.

Over-steering must be avoided; it is bad for the tyres, makes driving hard work, and often causes a skid. Strangely enough, many experienced motorists are prone to this habit; all that can be said is that it is a

careless habit, easily overcome. Among race drivers this sort of thing is called " ladling out the soup "; it is considered unnecessary and a form of cheap publicity.

Gear Changing.

Calls for firm and sensitive hands ; the gear lever should be moved with the palm of the hand, which should be turned inwards or outwards according to the sideways direction in which the lever has to rock or slide. For example, assume, with a right-hand gear change, that a change from first to second is called for, the lever has to be moved forward, right, and then forward again (this presumes a three speed gear box). The correct procedure then is to turn the palm outwards, thumb down, place it against the side of the knob of the lever and push; the lever then slides forwards, sideways and forward without further manual complications, and produces a much better change than would be the case if the knob of the lever were seized by the fingers, or the whole hand, and a chance twist of the wrist given at the imagined point for slipping through the gate.

In changing up the sense of touch is very important, and practice will enable a driver to feel through the gear lever that the teeth of the gear wheels are just attaining that speed at which a smooth change is possible. A skilled driver can, in fact, make the gear wheels touch inaudibly prior to their engagement.

The secret of all gear changing is really to get the peripheries of the two wheels to be engaged revolving at the same speed. This does not mean that the shafts on which the gear wheels are mounted must be running at equal speeds, for although the shafts may be identical in size, the gear wheels mounted on them are not, and it will be obvious that the circumference of a 6-inch wheel is moving faster than the circumference of a 4-inch wheel if both are mounted on shafts revolving at 1,000 revolutions per minute.

The driver's problem, then, is to raise the speed of one gear wheel, or to reduce that of the other before he engages them; he achieves this by manipulation of clutch and accelerator. In changing up it is necessary to reduce the speed of the engine-driven gear wheel to that of the propeller shaft driven gear wheel; the procedure is to release the accelerator and depress the clutch pedal. This leaves all gear wheels rotating at the speed imposed on them by the road wheels *via* the propeller shaft. Next, the gear lever is moved to neutral, so disconnecting the gear wheels formerly driven by the engine from those still being driven by the propeller shaft. We thus have one set of wheels revolving solely from the momentum left when they were finally disconnected from the propeller shaft by being set neutral, and another set still connected to the road wheels by the propeller shaft and revolving at a speed governed by the car's road speed.

The disconnected gears will be running the faster directly after neutral has been set, therefore a slight pause is made to allow them to slow down to the speed of the other gears, and it is here that the senses of sound and touch are so important in judging the appropriate moment for the change up.

In some cars a form of brake is fitted to that part of the clutch which is withdrawn when the pedal is depressed; this brake slows down the disconnected gears quicker and permits a more rapid gear change. If a car has a clutch brake it is important to discover just how far the pedal must be depressed to bring the brake into action; generally speaking, the faster the car is travelling, the more must the pedal be depressed to get a rapid change.

When changing up the clutch pedal must always be kept depressed enough to keep the clutch right out of engagement whilst the gear lever is in or is passing through neutral, otherwise the gears which should be

slowing down will pick up again to the speed of the engine and a quiet change will be impossible. Likewise, if too long a pause is made between changes the gears connected to the propeller shaft will attain a higher speed than those idling. The only way to get a quiet change in such event is to let the clutch in, with the gears still in neutral, speed the engine up a little, depress the clutch pedal and try again.

For changing down the problem is reversed, and it is required to speed up the idle gear wheels to the velocity of those driven by the propeller shaft. This is done by declutching, moving the gear lever to neutral, re-engaging the clutch and accelerating the engine (with gear still neutral), declutching again and then making the change. The invariable fault in this connection lies in accelerating too little whilst in neutral, and it is actually almost impossible to accelerate too much unless the change done is being made whilst crawling along in traffic, or at least at under 20 miles per hour.

When changing down at high speed, such as from top to second or third in order to speed up a bad hill, do not let the clutch in finally without at the same time accelerating your engine up to such a speed as will enable the drive to be taken up smoothly. It is not only uncomfortable but also very bad for the car to let your clutch in when the car is perhaps travelling at 35 miles per hour, whilst the engine is only running at a speed appropriate to 15 miles per hour; this is using the engine as a brake instead of as a motive unit.

Gear changing, up or down, is only a matter of adjusting the speeds of the gear wheels concerned, and a study of one's car in this particular respect is always worth while.

Change down early rather than late, never let your engine labour, and remember that the petrol engine depends on its revolutions per minute for its power.

Intelligent anticipation of gear changes makes all the difference between a good average speed and a bad one; it is invaluable in traffic driving and enables one to take advantage of openings which save minutes on even comparatively short journeys.

Gear changing can easily be made a pleasure rather than a trial, and no small car can possibly give of its best, or possess any semblance of acceleration, unless the gears are used.

Brakes.

Brakes today are brakes, how much so, only the pre-war motorist realizes. Nevertheless, the man who habitually drives on his brakes is a bad driver and sooner or later will find trouble.

Keep your brakes at maximum efficiency by all means, and never put off adjusting them till the morrow. Drive, as if you had indifferent brakes, and you will be amply repaid when emergency arises; your tyre bill, too, will reflect your consideration.

Never brake when cornering if you can avoid it; aim at completing the braking process before entering the curve or corner.

On wet roads do not brake unless the car is running straight ahead. With four-wheel brakes your steering may disappear if you brake hard on a curve, and the car will carry straight on irrespective of how the steering wheel is turned.

Should a tyre burst or suddenly deflate, on no account apply the brakes for it will only aggravate the car's tendency to veer over to the side on which is the burst tyre. Just take your foot off the accelerator, concentrate solely on steering the car and let it slow down to 25 miles per hour or less before using the brakes. *Most accidents attributed to burst tyres are really due to panic-stricken application of the brakes.*

Speed.

Is useful and exhilarating under proper circumstances. The only really safe rule is never to drive faster than will allow you to pull up in the amount of road under your vision.

Never drive a car faster than feels comfortable, and don't experiment on unknown curves.

Remember that head-on speed is very hard to judge, and that few people can estimate whether an approaching car is doing 40 or 60 miles per hour; if you have the slightest doubt, never attempt to overtake if there is also oncoming traffic.

A lot is heard of average speed over long runs; usually such stories are vast exaggerations. To average 35 miles per hour for a long run means that the car is travelling at 50 miles per hour or more at every possible opportunity. Therefore, do not let So-and-So's yarn of how he ran from Delhi to Lahore in 6 hours incite you to believe, emulate, or even better his performance; it can't be done—certainly not by ordinary motorists—and trying to do it only leads to mechanical or worse trouble.

Signals.

There is a code of just a few, generally accepted, and easily understood signals. Learn them and use them sparingly and decisively. Don't, however, act on your signal unless you are sure that the other fellow understands it—it's poor driving to stick an arm out, pull across the road, crash, and afterwards say, "But I put my arm out."

Indiscriminate use of indefinite signals will only lead to your being told that everybody doesn't understand the deaf and dumb language, and nobody is more unpopular, or likely to be bumped, than the man who tries to slow down every overtaking car with pompous

wavings, until he feels safe in steering off the crown of a wide, flat road.

Discretion in the use of the horn is desirable ; never hoot needlessly ; don't make a habit of driving on your horn any more than on your brakes. It is no excuse to say afterwards, " I sounded my horn," though it is always your obligation so to do. Blowing the horn at the wrong moment may frighten a nervous cyclist or pedestrian, and cause, an otherwise avoidable, accident.

Night driving.

When consistent with safety always dim your headlights, but don't let your natural desire to be courteous run you into danger. When meeting headlights don't look at them ; slow down and concentrate your gaze on the near side of the road.

When meeting other cars and having your headlights on, it is frequently possible to set a course which will direct your lights slightly left as you meet the other car ; this helps the other fellow considerably.

Always ensure that your headlights are properly focussed and set ; you gain nothing from seeing the telegraph wires overhead, and cocked up lights are dreadful things to meet.

Whilst driving never look at your passenger. Even if conversing, cultivate the habit of keeping your gaze ahead. If you must watch your instruments do so on the open road and never, under any circumstances, look down at your gear lever.

Acquire the habit of listening when approaching cross roads ; it is surprising how acutely one's hearing can be developed, and an uncanny sense of unseen, approaching vehicles attained.

Minor signs, such as a faint blue exhaust haze, a little dust, or the smell of burnt petrol will often indicate a vehicle ahead around the next corner ; such information is always useful.

As stated originally, the good driver is made, not born. Many soon become adroit and skilful in handling cars, but it takes time to acquire road sense, and it is only when a driver can return from a long run, made at a goodish average speed, with his passengers unperturbed and his car in shape, that he can be called expert.

If asked to define a good driver, I would say that he must be one who can take another good driver as his passenger and maintain a fair average speed in such manner that his passenger is sufficiently at ease to admire the scenery, and if the way be long, enjoy an occasional nap.

Care of the Engine.

It would be safe to say that many car owners—and perhaps this applies more especially to new owners—do not enjoy to the full the first 1000 miles or so of running on their new cars. Some have an idea that 15 to 20 or 25 miles per hour must not be exceeded, and to a certain extent this is true and necessary with some types of cars, particularly the small, light and moderately priced vehicle. The owner will be well repaid if the maker's instructions are carefully followed.

With the more expensive type of car costing complete from, say, Rs. 15,000 upwards, this careful running in by the driver is not so necessary because makers of such cars subject the engine and chassis to very thorough and careful bench and road tests before the finished article reaches the customer's hands. Despite this, even the most expensive cars should not be driven all out when new and the owner who drives his car considerately for the first one thousand miles will have a far better and smoother engine than the owner who drives his car hard when the engine is still stiff. The car should show its best performance when 5,000—7,000 miles have been covered. Many cases have been known in India where dealers receiving supplies of new cars, especially new models, take one out on the road, and

give it a gruelling spin "all out" to test its capabilities. Purchasers might do well to make sure the car they buy has not been so treated.

Another very important item is "revving up the engine." The maker will always inform the owner of the maximum revolutions allowable, and these should never be exceeded. As, however, a revolution counter is seldom included in standard equipment, the engine speeds in revolutions per minute must be interpreted in miles per hour by speedometer in the various gears; for instance, one thousand revolutions per minute may represent 20 miles per hour in third speed and 25 miles per hour in top. The figure is a variable one; in some cars 2,000 revolutions per minute is the maximum, while in other cars at the present time 5,000 revolutions per minute is allowable. This, of course, is all wrapped up in the design of the engine and the type of the vehicle, and it is quite possible in the future higher engine speeds will be permissible.

First grade oil only should be used, and technical advice should be asked if any doubts are harboured as to the proper type to employ. It should be remembered that the engine builders only approve an oil after searching tests in the laboratory, on the bench and on the road. Any experimenting on the owner's part in trying out low grade and cheap oils will lead to disastrous results.

With regard to the oil consumption, some engine builders boast 4,000 to 5,000 miles to the gallon, but this figure is on the high side and may be dangerous; that is to say, the owner is apt to forget the oil level and one day may receive a rude shock when the engine gives audible evidence of neglect due to shortage of oil. Further, another danger is that fresh oil is very seldom added, and the result is the lubricant becomes inefficient through contamination, whereas if the oil consumption is more or less normal, say, in the neighbourhood of

1,000 miles to the gallon, the necessary addition of oil more often under these conditions automatically keeps the lubricant in good condition.

Whatever the oil consumption, it is necessary, of course, completely to drain off the contents of the crankcase at regular intervals—the interval varying with the characteristic of the engine. Generally speaking, draining should be effected every 2,000—3,000 miles.

Briefly, therefore, use first grade oil, aways be careful to maintain the oil at the correct level, never exceeding the maximum or minimum heights on the indicator, and the results will well repay the observance of these simple rules.

General hints.

After running 1,000 miles or so it is sometimes advisable to check the valve clearances; this can be done with a feeler gauge which should be included in the tool kit. The amount of clearance, generally speaking, between the valve tappet and valve stem is in the neighbourhood of ·006 inch, but different sorts of engines call for widely divergent clearance—the maker's instructions should be strictly adhered to and the feeler gauge used.

This adjustment is necessary after a certain amount of running due to the valves, tappets and other portions of the valve gear bedding in.

At the same time it is sound practice to drain off all the oil from the crank case and refill with clean lubricant, since during the first few hundred miles running a certain amount of small abrasive particles is rubbed from the moving surfaces. The old oil should always be drained off hot at the end of a run.

As regards oil pressure, the makers always state in the instruction books the correct figure to work to and

this should be rigidly adhered to. This figure varies greatly and usually the engines working with low oil pressure are those which have the " trough " system of big end lubrication.

Engines having forced feed lubrication, in which the oil is pumped through the crankshaft, generally run at a much higher figure, and this may vary from 15 to 70lb per square inch. On some engines the oil passes through one, two or more filters and where this occurs the instruction book should be carefully followed about their cleansing.

A thorough look round the engine from time to time is well repaid; even on the best motors a nut or union may work loose or a pipe fracture ; again, oil leaks may occur through a defective gland or joint, and nothing looks worse than an oily, messy engine after a car has been driven over dusty roads. Very often an annoying hold-up can be avoided by a periodical inspection of the engine.

Regarding the vexed question of grinding in valves and decarbonizing, this varies greatly with the design, oil used, and the general running conditions. Some cars require decarbonizing after 2,000 miles but a well-designed vehicle should run anything from 10,000 to 20,000 miles before either decarbonizing or valve grinding is necessary. This, of course, is assuming that a recommended oil of good grade is used.

In the past the aluminium or alloy piston, which is now standard on most good cars, was a source of trouble and the owner-driver was apt to worry because he was very often told that excessive wear would take place both on the cylinder bores and piston, but it is safe to say that the modern piston, that is, the safe-adjusting split skirt type, gives less trouble than the old cast iron piston.

When an owner is experiencing excessive oil consumption, that is 300, 400 or 500 miles to the gallon, investigation will very often show that this is due to small engine leaks, and this can be checked by noting the condition of the ground after the car has been standing in the garage for a day or so. It should be remembered that these leaks will probably be excessive when the oil is hot and thin.

There is another item, small in itself but which very often causes great annoyance, that is leakage at exhaust joints, more especially on the pipes. This is due to the washer shrinking and becoming loose after a certain amount of running and if the owner will go over the nuts, say, after 500 miles running, he will find that they can perhaps be tightened up a full turn.

Chassis.

A great deal can be written on the care of the chassis; and the number of details to be watched, cared for and lubricated, varies considerably with the make of vehicle. On some cars the number of lubricating points has been reduced to a minimum, while other makers seem to delight in covering their chassis with small oiling points. On one well-known car a system is followed in which tubes such as the steering rods, brake gear, etc., are loaded with oil and various working parts receive the correct amount from the reservoir which is formed in the tubes. This means that the owner has a minimum number of places to watch. Unfortunately, on a great number of vehicles the lubricators are placed in very inaccessible positions, and, indeed, are never seen by the owners, the result being a seized brake camshaft or other annoying failure.

The present tendency is to adopt what is known as the "One Shot" lubricating system, that is, the oil is fed from a pump or distributing cylinder and led to the various points through small copper pipes. This idea is not new, as it was introduced several years ago, but

the systems now being used by some makers are obviously a great advance on the old method.

It is quite possible that more use will be made of rubber or leather gaiters and covers for the various joints in the future than has been the case in the past, and where these gaiters and joints are fitted, it is essential and necessary to see that they are always carefully packed with the correct lubricant.

Periodical inspection of the chassis, brake gear and various joints is advisable, and the maker's instructions regarding the correct oil level in the gear box and back axle should be faithfully followed.

Brake adjustments are a highly important item, more especially in these days of crowded roads, and a car should not be driven in which it is possible to press the brake pedal down to the footboard: that is to say the adjustment of brakes should be carefully watched.

A little item, but one which is very often overlooked, is that after the car has been washed the water will very often find its way into the brake drums, and the driver sometimes finds himself in a very dangerous and serious position due to the presence of water. In other words, the water acts as a lubricant, and until the car has run for a little distance and the brakes dried by heating up the brake drums, the full braking efficiency will not be obtained. This small but important matter can be easily checked by test after the car has been washed, and the owner will very soon know exactly what to do in these circumstances.

Generally speaking, a good chassis should run many thousands of miles without any serious mechanical attention; the chief points to be borne in mind are lubrication and care and attention to the various moving parts.

Rust is a great enemy, and all parts should be painted before leaving the makers, or treated with a

rust preventive. Any paint which may be chipped off through a blow or some other mishap should be replaced.

Finally see that the wheels are always in track. If the car shows any tendency to wheel wobble, or the steering pulls one way or the other, visit the Agent's service department. They usually have a special gauge which will check the alignment of the front wheels, and this can be done while one waits. If the front wheels are out of line excessive tyre wear will result, together with steering trouble.

Batteries.

The battery under working conditions loses water by evaporation. It is just as important to replace the water as it is to refill your radiator. Your engine would soon protest if you forgot to do this, but because the battery continues to work in silence under this handicap it is often neglected. At least once a month the vent plugs should be removed, and, if necessary, distilled water should be added to bring the level above the top of the plates, but just short of the bottom of the vent plugs.

The battery is the "reservoir" for the energy generated by the dynamo, and once it is "full" there is no object in delivering further current to it. While it is better to keep the battery over-charged rather than under-charged, it should be remembered that excessive over-charging will quickly reduce the acid level and tends to shorten the life of the battery. The state of charge of a battery is measured by means of a hydrometer. If it is always found to be in a fully changed condition (the reading by the hydrometer varies from 1·225 to 1·300 according to the type of battery) and the acid level gets unusually low, the battery is probably being over-charged. In these circumstances move the charging switch to the position that gives no dynamo

charge or in the case of some sets a reduced charge for a longer period of running. On the other hand, if the battery is found to be in a low state of charge (hydrometer reading of about 1·150) keep the charging switch in the "on" position for longer periods.

The safe charging rate is approximately one-tenth of the capacity, i.e., a 60 ampere hour battery should be charged at about 6 amps. A continuous higher charging rate would cause heating and gradual disintegration of the plates.

Acid Temperature Correction Table.

Condition of cells.	Acid Hydrometer readings.						
	40° F	50° F	60° F	70° F	80° F	90° F	100° F
Fully charged ...	1·288	1·284	1·280	1·276	1·272	1·268	1·264
Half charged ...	1·207	1·204	1·200	1·196	1·193	1·189	1·186
Fully discharged	1·115	1·113	1·110	1·107	1·104	1·101	1·098

BOOKING CARS BY RAIL.

The following rates apply to the booking of motor cars over the North-Western Railway :—

(*i*) When loaded in 4 or 6 wheeled vehicles:—

Per mile on the through distance, subject to a minimum charge of Rs. 10.

(*ii*) When loaded in a bogie vehicle :—

Per mile on the through distance subject to a minimum charge of Rs. 20.

Single car –	*Railway Risk.*	*Owner's Risk.*	*Railway Risk.*	*Owner's Risk.*
	Rs. a.	Rs. a.	Rs. a.	Rs. a.
1—300 miles ...	0 7	0 5	0 14	0 10
Plus for each mile beyond 300	0 5	0 4	0 10	0 8
Additional motor cars, same consignor and consignee, to same station, in same vehicle, for each car. For all distances ...	0 4	0 3	0 4	0 3

Motor car bodies; motor lorries, chassis and bodies, motor tractors and motor tri-cars are treated as motor cars.

The Railway does not guarantee despatch of motor cars by any particular train or delivery within any definite time or period.

Return tickets for motor cars, available for one or six months are issued at one and one-tenth or one and one-half single journey rates respectively.

Motor cycles are charged at full parcels rates subject to the following minimum rates :—

Motor Cycles	packed		4 maunds.
(*i*) Solo	unpacked	(OR)	4 maunds.
(*ii*) with side cars	packed		8 maunds.
	unpacked	(OR)	8 maunds.

SIMPLE FIRST AID FOR MOTORISTS.

The following notes on First Aid to the injured indicate emergency measures that should be taken prior to medical aid being obtained.

Hæmorrhage.

In the treatment of injuries, hæmorrhage or bleeding, if of a serious character, should be attended to first. Bleeding may occur from—

(*a*) An artery,
(*b*) A vein,
(*c*) Capillaries.

Symptoms.

(*a*) *Arterial bleeding.*—The blood from an artery is bright red, and if the artery is near the surface the blood will spurt out at each pulsation of the heart.

(*b*) *Venous bleeding.*—Blood from a vein is dark red and flows in a continuous stream.

(*c*) *Capillary bleeding.*—The blood is bright red in colour, and usually oozes from the surface of the wound, but may flow quite freely.

Treatment.

General.—Make the patient lie in a recumbent position and elevate the wounded part, unless there is also a fracture of the same limb. Do not remove clots of blood, which serve to close the wound, thus keeping the blood in and helping to prevent contamination. Expose the wound, but do not touch the bleeding part unless the hands are scrupulously clean, or the wound may become septic. Sepsis may also be caused by exposure of the wound to the air and in other self-evident ways. Do not administer stimulants.

Arterial bleeding.—Apply *direct* pressure on the wound with the thumb or fingers, or pad and bandage except where the wound is very large, or there is a fracture, or the presence of a foreign body is suspected, in which case apply *indirect* pressure. The blood from an artery issues from the side of the wound nearer the heart, therefore indirect pressure must be applied to the nearest artery on the heart side of the wound. The thumb or fingers may be used to apply indirect pressure which may be maintained by a pad and bandage or a tourniquet. An improvised tourniquet may be made by wrapping a stone or other hard substance in a handkerchief, and placing over the artery. A strap or other bandage is then placed over the pad and tied in a half knot on the side of the limb opposite the injury. Place a pencil or similar object on the half knot and complete the knot. By twisting the pencil enough pressure can be brought to bear on the pad to compress the artery and so stop the bleeding. If the pad is not correctly placed the limb may become seriously congested, in which case the tourniquet should be loosened and correctly adjusted. In any case if severe

pain is experienced, the tourniquet should be periodically loosened for a few seconds or until bleeding starts again. If iodine, and a suitable pad and bandage are available, the wound may be treated by applying the iodine freely to the wound and the surrounding skin, and applying a pad of sterilized lint or similar dressing (a clean handkerchief will do in an emergency). The pad should then be bound firmly in place with a bandage, care being taken not to apply too much pressure if foreign bodies are present in the wound.

Venous bleeding.—Remove all constrictions such as garters or tight clothing from the limb, and apply pressure to the wound by means of a pad and bandage.

Capillary bleeding.—Give pressure treatment by means of a pad and bandage.

Internal Hæmorrhage.

Internal hæmorrhage or bleeding into the cavity of the chest or abdomen is sometimes difficult to distinguish from shock as the symptoms are somewhat similar and there may be no outward injury apparent,

Symptoms.

Giddiness and faintness, the face and lips are pale, cold and clammy skin, quick breathing and weak or imperceptible pulse. The patient may finally become unconscious. Injuries to the stomach may be accompanied by vomitting blood.

Treatment.

Keep the patient recumbent and the head low. Loosen tight clothing, and allow abundant fresh air. Cold water or ice may be given, and if the seat of the hæmorrhage is known apply cold dressings. Do not move the patient unnecessarily. Avoid stimulants.

Shock and Collapse.

Any severe injury may result in the patient suffering from shock, or collapse and insensibility, which must be attended to immediately any serious hæmorrhage has been stopped or reduced as much as possible. Wounds will not bleed freely whilst the patient is unconscious and the action of the heart is weak. In such cases an improvement in the general condition will be accompanied by increased hæmorrhage. Shock is a condition of sudden nervous depression, and may last only a short time, or it may develop into collapse and insensibility. Fainting is due to failure of the heart.

Symptoms.

Giddiness, rapid and weak or imperceptible pulse, quick and irregular breathing.

Treatment.

In cases of shock place the patient in a recumbent position with the head to one side, and loosen tight clothing, especially round the neck and chest. Allow plenty of fresh air, and keep the patient as warm as possible by covering with rugs. Apply artificial heat to the pit of the stomach, the soles of the feet, and over the heart. If there is no bleeding and the patient is not insensible, hot drinks may be given, and the circulation stimulated by upward friction of the limbs. In cases of insensibility *do not* give any thing to the patient by the mouth until consciousness returns. Guard against sudden relapse, after temporary improvement, by maintaining the heat of the body.

When insensibility is present, the loss of consciousness may be partial (stupor) or complete (coma). If the face is flushed or congested (as in sunstroke and heatstroke) slightly raise the head and shoulders, but if the face is pale (as in fainting) lower the head and raise the feet.

Fractures.

A bone may be broken by direct or indirect force —in the former case the fracture occurs at the place where violence is applied, and in the latter case at some distance away, *e.g.*, falling on the hands and fracturing the bones of the arm. Fractures are either—

(*a*) Simple, where there is little injury to surrounding parts.

(*b*) Compound, where the fractured ends of the bone protrude through the skin or where an open wound extends to the fracture.

(*c*) Complicated, where the fracture is accompanied by internal injuries.

(*d*) Impacted, where the broken ends of bone are forced one into the other.

(*e*) Comminuted, where the bone is broken into several pieces.

(*f*) Greenstick, where the bone of a child cracks but does not completely fracture.

Symptoms.

Pain, swelling, deformity and loss of power in the limb, irregularity of the bone. In cases of simple fracture the break may be felt if it is near the surface.

Treatment.

Fractures must be attended to immediately, the object of early treatment, even before medical attendance is obtained, being to prevent further injury by movement of the fractured part. No attempt may be made to move the injured person, until the fracture has been attended to as follows. Treat any hæmorrhage first. If the fracture has occurred in the arms or legs, carefully place the fractured limb in as natural a position as possible, apply splints over the clothing and firmly but lightly bandage over the splints. Splints

may be improvised from anything long and firm enough, *i.e.*, wood, folded cardboard, or even rolled up cloth if nothing firmer is available. The splints should be long enough to keep the joints above and below the fracture at rest. If necessary pad them to fit the limb. The bandage to tie over the splints to keep then firmly in place may be anything suitable such as strips of cloth, string or straps. Only when further movement of the injured limb is impossible may the patient be moved.

A fractured lower jaw should be kept up by a bandage under the chin and tied on top of the head.

A fractured collar-bone may be temporarily treated by placing a pad about two inches thick under the armpit on the injured side and tying the elbow of the arm firmly to the side by a bandage passing round the body.

In other cases of fracture no amateur first-aid should be attempted, but medical help obtained at once.

Dislocations.

A dislocation is the displacement of a bone or bones at a joint, such as the shoulder, elbow, knee, thumb, lower jaw, etc.

Symptoms.

Considerable pain and swelling round the point of dislocation, deformity and fixity of the joint, and numbness below the dislocation.

Treatment.

Place the limb in the position which gives most ease to the patient, and apply frequent cold water or ice dressings to the injury.

Sprains.

A sprain occurs when the ligaments and parts around a joint are unduly stretched or torn.

Symptoms.

Pain, swelling, discolouration and increased pain when the joint is moved.

Treatment.

Support the limb in the position most comfortable for the patient and apply cold dressings. A sprained ankle should be bandaged firmly.

Sunstroke and Heatstroke.

Symptoms.

Flushed face, dry hot skin, difficult breathing, quick and irregular pulse, sickness, faintness, thirst, very high temperature.

Treatment.

Treat generally as for insensibility (*see* under Shock). Place the patient in the coolest available spot. Strip the patient to the waist, fan vigorously and apply ice or cold water to the head, back of neck and the spine. Continue the treatment until the temperature falls or the symptoms subside.

Snake Bite and other Poisonous Wounds.

Treatment.

Apply one or more ligatures between the wound and the heart by tying a piece of string or cloth tightly round the limb to prevent the poison spreading. Encourage bleeding by keeping the limb as low as possible and bathing in warm water. In the case of snake bite incise the flesh round the wound and rub in powdered permanganate of potash, or apply iodine or spirits. For a bite from an animal suspected to be suffering from rabies, cauterize the wound by fluid caustic such as pure carbolic acid or nitric acid, or with a red hot implement. Remove the constrictions and apply a dressing when the bleeding ceases. Give stimulants, preferably alcoholic. Treat for shock.

Scalds and Burns.

Treatment.

For scalds and burns by dry heat, electricity or friction, remove clothing from the injured part, but if it sticks to the skin, cut around the injury. Exclude all air by wrapping the injured part in dressings of lint smeared with boracic ointment or vaseline. In grave emergency any clean oily substance may be used. Blisters must not be broken. The greatest danger is shock, as even minor cases of burns or scalds may produce shock of a serious nature. Treat for shock by stimulants, etc., immediately dressings have been applied.

Burns caused by a corrosive acid should be treated immediately with an alkaline solution such as soda in warm water, otherwise wash the part thoroughly by pouring on plenty of warm water. Then treat as for burns, above.

Burns caused by a corrosive alkali should be immediately bathed with an acid solution such as vinegar or lime-juice in warm water, otherwise use warm water as above. Then treat as for burns above.

SECTION VI
ITINERARIES

Make a lifelong business friendship

Insure your car with the CLIVE

10% REBATE TO A. A. N. I. MEMBERS

UP TO 33⅓% NO CLAIM BONUS

All India Service—Immediate Cover —Prompt and Generous Settlements —Minimum Rates

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arranged on cars of clients proceeding home on leave

All Classes of Insurance handled

GILLANDERS ARBUTHNOT & Co.,

The Mall . . LAHORE

Abbreviations for the new and revised Route Sheets.

C.	Causeway, impassable during floods
DB.	Dak Bungalow
DBK.	Dak Bungalow with Khansamah
D.	Dispensary
F.	Ferry
G.	Garage where repairs can be executed
GR.	Ghat Road. Generally with Speed Limits
H.	Hotel
IB.	Irish Bridge
P.	Petrol
PP.	Petrol Pump
PO.	Post Office
PTO.	Post and Telegraph Office
R.	Railway Station
R.H.	Rest-House, P. W. D., Civil, Forest or Canal; permission to use is generally required
RMR.	Railway Station, Motor Ramp and Refreshment Room
T.	Toll
TB.	Temporary Bridge during open season, ferry during rains
TH.	Police Station or Outpost
Ror.	Road on right
Rol.	Road on left
NSEW.	Points of Compass
Rif.	Road impassable during the wet season
Rim.	Road impassable during floods

ROUTE No. 1.

BOMBAY to NASIK 115 mls.

0·0	0·0	**Bombay**—H
10½	10½	Sion Stn
15½	5·0	Ghatkopar—RH : P : TH
25·0	9½	Thana—DB : PTO : TH : PP : R.
26½	1	Main Cross Roads—turn left
29½	3·0	Bridge—½ mile long
30½	1·0	Right angle—turn right
34½	¼	PP
35·0	½	PP—Ror : Kalyan : 7 mls.
35¼	¼	St. on Rol—Bhiwandi : st. ahead Varda
35·¾	½	Bear right
38½	2¾	Municipal Bungalow
39½	1·0	Culvert
39¾	¼	Culvert
40·0	¼	Culvert
40¼	¼	Dip in road
44·0	3¾	Double turn
44½	½	Padgha—RH : PO
46·0	1½	Double turn—slight gradient with awkward corners
47½	1½	Culvert
49¼	1¾	Culvert
50¾	1½	Vasind
53¼	2½	Double turn Irish Bridge
55·0	1¾	Asangaon
55¼	¼	Level crossing—Ror : Rly : Stn
56½	1¼	Shahpur—RH : PO
57·0	½	Irish Bridge
57¾	¾	Uphill, bear left

BOMBAY to NASIK

115 mls.

(Concluded)

58¼	½	Level crossing
58¾	½	Irrigation trench across Rd
59¼	½	Level crossing—If gates are closed : detour under : Bridge : Rol : Tansa Lake
59¾	½	Atgaon—R
62·0	2¼	Caution—double turn
66¼	4¼	Khardi—RH
71¾	5½	Level crossing—Road turns at right angles
74½	2¾	Under Railway
75·0	½	Kasara—R
76¾	1¾	Two sharp right turns Bridge—Over dam
80 0	3¼	First ascent begins Thul Ghat
80¾	¾	Vigigaon—RH
81¼	½	Rol—Khodala : 12, 4 mls Second ascent begins
87¼	6·0	Igatpuri—DBK : P. RMR : PTO
91¾	4½	Ror--Kolhar ; 80 mls
92¼	½	Ghoti—Caution : Drive slowly
92¾	½	Ror—Shirghat-Vada
97¼	4½	Caution—Level crossing
108·0	10¾	Vilholi
110·0	2	Rol—Pandulena Caves
115·0	5·0	**Nasik** : H : PP : PTO : RMR

NOTE.—Motorists are likely to be held up for a few hours at any of the Irish Bridges immediately after a few heavy showers in the monsoon.

ROUTE No. 2.

NASIK to DHULIA 94 mls.

0·0	0·0	**Nasik**—R : RMR : PP : PTO : TH : D : H
		Rol : Point : 34·4 mls
		Rol : Waghera : 22 mls
		Rol : Kalwan : 44 mls
		Ror : Poona : 132 mls
11¾	11¾	Rol : RH : 0·4 mls
12½	¾	Th
14·0	1½	Pimpalgaon—Baswant : RH : D
		Ror : Vinchur : 20·4 mls
		Ror : Niphad : 9 mls
16·0	2·0	Mangrul
		Rol : Satana : 21 mls
		Rol : Pimpalner : 4 mls
		Rol : Sakri : 65 mls
		Ror : Lasalgaon : 14 mls
		Ror : Vinchur : 18 mls
		Ror : Yeola : 36 mls
16¾	¾	Kadwa bridge—Caution : S bend
17¼	½	Caution—S bend
20·0	2¾	Pimpalgaon—DB
21¾	1¾	Bridge—turn right
22⅓	¾	Ghat ascent—1·4 mls
24·0	1½	Rahud
32·0	8·0	Ror—Yeola : 35 mls : and Manmad 15½ mls
38¼	6½	Chandor—PP
40·0	1½	Davis Ghat—Caution : 2 hairpin bends : at 200 and 287 yds.
44·0	4	Rahud Ghat

NASIK to DHULIA 95 m s.

(concluded)

52¾	8¾	Saudana—RH
65¼	12½	Malegaon—DBK : PO : TH
		Rol : DBK : 0·6 mls
		Rol : Satana : 22 mls
		Ror : Chalisgaon
		Ror : Nandgaon : 16·4 mls
65½	¼	Ror—P. O : Ror : Ahmednagar : 108 mls
68·0	2½	Short climb—0·5 mls
73½	5½	Chikhaloohal—RH
78·0	4½	Jorga—D
79·0	1·0	Telia Deo Bari
80¾	1¾	Caution—S bend
84½	3¾	Arvi—RH
86·0	1½	Caution—Sharp bend
87¼	1¼	Caution—Sharp bend
88·0	¾	Short climb—1 ml
93·0	5·0	Level crossing
94·0	1·0	**Dhulia** : DBK : RMR : PP : PTO : TH : D
		Rol : Chinchpada : 63·4 mls
		Ror : Amalner : 23 mls
		Ror : Bhusaval : 75·6 mls
		Ror : Chopda : 35·1 mls
		Ror : Edalabad : 94 mls
		Ror : Chalisgaon : 34 mls
		Ror : Aurangabad : 90 mls

ROUTE No. 3.

DHULIA to INDORE 160 mls.

0·0	0·0	**Dhulia**—DBK : RMR : PP : PTO : TH : D
		Ror : Amalner
		Ror : Bhusava : 75·2 mls
		Rol : Chinchpada
13·0	13·0	Songir—RH
		Rol : Dondaicha
		Rol : Nandurbar
20½	7¾	Nardana
		Ror : Rly. Stn. 0·4 ml
		Rol : Sinkheda
20¾	¼	Level crossing
28½	7¾	Savalda : TH
31½	3·0	Tapti riv—Bridge :
37¼	5¾	Rol : Shirpur : 0·4 mls
41¼	4·0	Ror : Raver : 82·4 mls
41½	¼	Caution : S bend
45½	4·0	Sulia—DB
47¼	1¾	Jamnala
55½	8¼	Palasner—DB
56¼	¾	Satpura Range—Ghat begins
57·0	¾	Ghat ends
59½	2½	Caution—Irish bridge
63¼	3¾	Caution—Irish bridge
66½	3¼	Sondhwa—RH : PTO
68½	2·0	Caution—Irish bridge on S bend
71½	3·0	Caution—S bend
79·0	7½	Caution—bad bend
80¼	1¼	Caution—S bend with bridge
81¼	1·0	Julwana—PP : RH

DHULIA to INDORE

(Concluded) 160 mls.

81½	¼	Caution—S bend
87·0	5½	Caution—Irish bridge
94¼	7¼	Caution—bad bend
95½	1¼	Kharampur—RH
96¾	1¼	Caution—Irish bridge
97¾	1·0	Caution—Irish bridge
100¾	3·0	Caution—Irish bridge
107·0	6½	Khalghat—DBK : P
107¼	¼	Narbudda riv. B*
112¼	5·0	Village—D
114¼	2·0	Caution—Irish bridge
120¼	6·0	Gujri—RH : P : PTO Caution—bad bend in village
124¼	4·0	Ghat begins
125·0	¾	Caution—Hairpin bend
129·0	4·0	Caution—Hairpin bend
129¼	¼	Ghat ends
132¾	3½	Manpur—DB : PTO
145¾	13·0	Mhow—DBK : H : PTO : PP : RMR : TH : D : Rol : Neemuch Ror : Khandwa : 78 mls
160·0	14¼	**Indore**—DBK : H : PP : RMR : GTH : D DBK at INDORE on Hotel Lines : Excellent Rol : Dhar—Neemuch : 160 mls

* Rol : Dhar—Neemuch : 160 mls :

ROUTE No. 4.

INDORE to SHIVPURI 234 mls.

0·0	0·0	**Indore**: DBK: RMR: PP: G: PTO: DBK on Hotel lines: Excellent
23·0	23·0	Dewas: DBK: P: PTO Ror: Sehore-Bhopal Rol: Ujjain
44·0	21·0	Maksi: DBK: P: PTO
49¼	5¼	Caution: S bend
57·0	7¾	River C—Caution: bad bend and approaches: to River
60·0	3·0	Shahajanpur: RH
66½	6½	Caution—Double turn: Slow down
75·0	8½	Sarangpur—DBK
85·0	10·0	Udenkheri—RH Kali Sindh riv: C
95·0	10.0	Newaj riv—Bridged Pachor
106·0	11·0	Dhidi riv—Bridged
113·0	7·0	Ror: Sehore-Bhopal Biora—DBK: PTO: PP Ajnar riv—Bridged
123·0	10·0	Ghorapachar—RH
134·0	11·0	Binagunj—DB
145·0	11·0	Khatkia—DB
147·0	2·0	Parbati riv—Bridged
155·0	8·0	Caution—bad bend
157·0	2·0	Caution—Irish bridge
160·0	3·0	Rothiai—RH: P: PTO
174·0	14·0	Goona—DBK: P: RMR: PTO
185·0	11·0	Badauras—RH
202·0	17·0	Badarwas—RH
219·0	17·0	Kolaras—RH
234·0	15·0	**Shivpuri**—H: RMR: P: PTO Ror: Jhansi

ROUTE No. 5.

SHIVPURI (SIPRI) to AGRA. 144 mls.

0·0	0·0	**Shivpuri**—H: P: RM: D: TH: PTO Ror: Jhansi
10·0	10·0	Satanwara—DB: R
24·0	14·0	Chorpura—DB: R
32·0	8·0	Mohna—RH: DBK: (very good)
50·0	18·0	Ghatigaon—R
73·0	23·0	Lashkar (Gwalior)—H: RH: PP* G: RMR: Hotel excellent
84·0	11·0	Barmore
86·0	2·0	Nuradabad—DB: Very good Inspection bungalow
102·0	16·0	Hatampur
106·0	4·0	Bhanpur
110·0	4·0	Dholpur—DB: RMR: P Caution: Over TB: River Chambal Ferry or TB according to seasons: Toll: Rs. 1-8
117·0	7·0	Mania—RH: Jahau: RH: (7 mls.)
124·0	7·0	Jajau—RH
134·0	7·0	Khari Nadhi. RH
144·0	12·0	**Agra**—H: RH: PP: G: RMR: PTO Cecil Hotel excellent.

**Please Note*—4 miles from Gwalior Bye-Pass marked (Morar 6½ miles), turn sharp left, pass Grand Hotel and station, then bear right for Jhansi, left for Agra; Petrol Pump near Railway at the point where the Jhansi road bears right.

ROUTE No. 6.

AGRA to DELHI. 127 mls.

0·0	0·0	**Agra**—H: RH: PP: RMR: PTO Ror: Etawah: 73 mls Rol: Fatehpur: 22 mls
5·0	5·0	Sikandra Faja. RH
15·0	10·0	Rajura
20·0	5·0	Parah—RH
27·0	7·0	Bad level crossing
31·0	4·0	Naurangabad
36·0	5·0	Muttra. H: PP: RMR* Rol. Bharatpur 24 mls Ror. Hathras: 25 mls Ror. Bareilly: 129 mls.
43·0	7·0	Ghhatrika—R
56·0	13·0	Chatta—R: RH
64·0	8·0	Azizpur—RH
71·0	7·0	Hodal—RH
90·0	19·0	Palwal—RH Rol. Nuh
104·0	14·0	*Ballabgarh*—R
115·0	11·0	*Badapur*—Serai: RH Rol: Kutb: DBK
122·0	7·0	Humayun's Tomb
127·0	5·0	**Delhi**—H: RMR: PP: G: PTO

*36-56 Road very bad.

ROUTE No. 7.

DELHI to AMBALA. 120 mls.

0·0	0·0	**Delhi**—H: PTOG: PP: RMR: D: DBK Leave by Alipur Road and the Mall to—
5·0	5·0	Grand Trunk Road
17·0	12·0	Rol Narela: 3½ mls: R
23·0	6·0	Bahalgarh Rol: Sonepat
28·0	5·0	Murthal
36·0	8·0	Rol Sonepat
43·0	7·0	Ganaur R Samalka RH
54·0	11·0	Panipat RH: PTO: P: PP
64·0	10·0	Gharaunda R
76·0	10·0	Karnal DBK: P: PTO: RMR: PP
87·0	13·0	Butana RH
95·0	8·0	Pipli RH: PP Ror: Saharanpur: & U. P. Rol: Thanesar: 3 mls.
107·0	12·0	Shahabad
108·0	1·0	Kharaindan R: RH
120·0	12·0	**Ambala** H: PTO: G: PP: RMR: D

ROUTE No. 8.

AMBALA to JULLUNDUR. 104 mls.

0·0	0·0	**Ambala** H: RH: RMR: PP: G: PTO: DB: D
3·0	3·0	Ror Kalka: PP Simla 96 mls
12·0	9·0	Moghal Serai RH: R
18·0	6·0	Level crossing
18½	½	Rajpura R: PTO: P Rol Patiala 15 mls
19·0	½	Level crossing
34·0	15·0	Tirkhan Majra: RH Ror Sirhind: P: 4 mls
40·0	6·0	Mandi Gobindgarh Rol Nabha
44·0	4·0	Rol Nabha
45·0	1·0	Khanna R: RH: Very good Ror: Samrala
52·0	7·0	Chawa Pail R
58·0	6·0	Doraha R: RH
62·0	4·0	Sanawhal R
62¼	¼	Ror Kohara 3 mls.
66·0	3¾	Ror Jamalpur
70·0	4·0	Ror Maler-Kotla
71·0	1·0	Level crossing Turn right
		Ludhiana DBK: RMR: PP: G: PTO: D Ror: Ferozepore: 76 mls. Lahore 125 mls.
79·0	8·0	Phillaur RH: R: P: D
86·0	7·0	Goraya R
93·0	7·0	Phagwara R
98·0	5·0	Chiheru R
104·0	6·0	**Jullundur** DBK: PP: RMR: G: PTO: H

ROUTE No. 9.

JULLUNDUR to LAHORE 87 mls.

0·0	0·0	JULLUNDUR CANTT—DBK: RMR: PTO: PP: H: G: D
3·0	3·0	Jullundur City—P Rol: Nakodar
5·0	2·0	Caution—Level Crossing
9·5	4·0	Caution—Level Crossing
10·0	1·0	Kartarpur—RH
14·0	4·0	Rol—Kapurthala
20·0	6·0	Hambowal—RH
26·0	6·0	Beas—RH: R
30·0	10·0	Canal
40·0	10·0	Canal
43·0	3·0	Jandiala—RH: R
50·0	7·0	Canal
52·0	2·0	Amritsar—H: DBK: RMR: PTO: PP: G
68·0	16·0	Atari—RH.
82·0	14·0	Turn left for Shalamar Bagh and Gardens
87·0	5·0	LAHORE—H: RMR: PTO: G: PP: D. To enter turn right on to the Canal road and then again turn right on to the Mall.

ROUTE No. 10.

LAHORE to WAZIRABAD 62 mls.

0·0	0·0	**Lahore**—H: RMR: PTO: PP: G: D: DBK All facilities. Follow Sign Posts from the Mall to Gujranwala Road.
3·5	3·5	River Ravi Bridge
4·0	0·5	Ror—SHAHDARA GARDENS
5·0	1·0	Cross Roads—Rol: Sheikhupura PP: at Cross Roads
6·0	1·0	Level Crossing
12·0	6·0	KALA SHAH KAKU: Station
17·0	5·0	Muridki—Station
24·0	7·0	Sadhoki—Railway Station
29·0	5·0	Kamoko—PP: RH: Railway Station
33·0	4·0	Eminabad—Railway Station
39·5	6·5	"S" Bend, Cross Canal
42·0	2·5	GUJRANWALA—RMR: PT: PP: G: D: DH: No food available
48·0	6·0	Rahwali—Railway Station
52·0	4·0	CHAKHAR—Railway Station
56·0	4·0	SHANDIALA—Railway Station
58·0	2·0	DUNKAL—Railway Station
61·0	3·0	Ror—Sialkot and Jammu, Level Crossing st. on for Gujrat (G.T. Road): PP
62·0	1·0	**Wazirabad**—RMR: PTO: P: G: D: D. B. disused no good PWD: RH: used as DB now.

ROUTE No. 11.

WAZIRABAD to RAWALPINDI 108 mls.

0·0	0·0	**Wazirabad**—RMR: DB: PTO: P
10·0	10·0	*GUJRAT—RMR: PTO: Petrol.
22·0	12·0	LALAMUSA—RH: Railway Station (food available)
30·0	8·0	Kharian—RH
32·0	2·0	Level Crossing
40·0	8·0	AURANGABAD SERAI—PWD: RH:
42·0	2·0	JHELUM—DBK. RMR: PTO: P: G
47·0	5·0	Level Crossing
52·0	15·0	DINA—RH
62·0	13·0	Level Crossing
67·0	2·0	SAHAWA—DB
74·0	7·0	MISSA KESWAL—RH
79·0	5·0	GUJJAR KHAN—RH: Railway Station P
88·0	9·0	MANDRA
105·0	17·0	REWAT
108·0	3·0	**Rawalpindi**—H: P: G: RMR: PTO: Reps. All facilities.

* R. H. not recommended.

ROUTE No. 12.

RAWALPINDI to PESHAWAR 102 mls.

0·0	0·0	**Rawalpindi** H: RMR: D: P: G. PTO: All facilities.
8·0	8·0	Level Crossing. Sang Tarai: RH
19·0	11·0	SERAIKALA RH: Railway Station. Refreshment Rooms
22·0	3·0	Losar Baoli
28·0	6·0	HASSANABDAL DBK: PP Rol: Abbottabad
33·0	5·0	Level Crossing Burhan Railway Station
44·6	11·6	Rol: Campbellpore DBK: RMR: P: PTO.
53·0	8·4	ATTOCK DBK: PTO: Railway Station Refreshment Rooms: P: D: Indus River Bridge, Closed at sunset till sunrise
56·0	3·0	KHAIRABAD RH: Railway Station Refreshment Rooms: Police registration of Travellers
59·0	3·0	KUDU RH
73·0	14·0	NOWSHERA H: RMR: P: G: Reps
87·0	14·0	PABBI
102·0	15·0	**Peshawar** H: RMR: DBK: P: PTO: Reps. Garage.

ROUTE No. 13.

PESHAWAR to RAWALPINDI 102 mls.

The Road is Sign Posted and Indicated by Milestones.

0·0	0·0	**Peshawar**—H: RMR: DBK P: PTO-Reps. Garage
15·0	15·0	PABBI
29·0	14·0	NOWSHERA—H: RMR: P: G: Reps.
43·0	14·0	KUDU—RH
46·0	3·0	KHAIRABAD—RH: Railway Station Refreshment Rooms: Police Registration of Travellers
49·0	3·0	ATTOCK—DBK: PTO: Railway Station Refreshment Rooms: P: D Indus river bridge, closed from sunset till sunrise
57·4	8·4	Ror—Campbellpore: DBK: RMR: P: PTO
69·0	11·6	Level Crossing Burhan Railway Station
74·0	5·0	HASSANABDAL—DBK: P: RMR Ror: Abbottabad
80·0	6·0	LOSAR BAOLI
83·0	3·0	SERAIKALA—RH: Railway Station Refreshment Rooms
94·0	11·0	Level Crossing Sang Tarai—RH
102·0	8·0	**Rawalpindi**—H: RMR: D: DBK: P: G: PTO

ROUTE No. 14.

RAWALPINDI to WAZIRABAD 108 mls.

0·0	0·0	**Rawalpindi**—P: RMR: PTO
3·0	3·0	Rewat
20·0	17·0	MANDRA—P: G
29·0	9·0	GUJJAR KHAN—R: RH: P
34·0	5·0	MISSA KESWAL—RH
41·0	7·0	SAHAWA—DB: P
43·0	2·0	Level Crossing—Caution
56·0	13·0	DINA—RH
61·0	5·0	Level Crossing—Caution
66·0	5·0	JHELUM—DBK: RMR: PTO: P: G
68·0	2·0	Aurangabad Serai—RH
76·0	8·0	Level Crossing—Caution
78·0	2·0	KHARIAN—RH
86·0	8·0	LALA MUSA—RH: RMR: P: G: D: PTO: (Food obtainable)
98·0	12·0	GUJRAT—DBK: RMR: P: G: D: PTO: R: H: not recommended
108·0	10·0	**Wazirabad**—RMR: PTO: DBK: P: G: D

ROUTE No. 15.

WAZIRABAD to LAHORE. 62 mls.

The Road is Sign Posted and Indicated by Milestones.

0·0	0·0	**Wazirabad**—DBK: RMR: PTO* Petrol: G: D
1·0	1·0	Rol—Sialkot and Jammu
4·0	3·0	Dunkal—Railway Station
6·0	2·0	JHANDIALA—Railway Station
10·0	4·0	GHAKHAR—RH: Petrol
14·0	4·0	RAHWALI
20·0	6·0	GUJRANWALA—DBK: RMR: PTO: P: G: D: (DB: No food available)
29·0	9·0	EMINABAD—Railway Station
33·0	4·0	KAMOKI
38·0	5·0	SADOKI—RH
45·0	7·0	MUREDKI—RH
50·0	5·0	KALA SHAH KAKU—RH: Railway Station
56·0	6·0	Level Crossing—Caution
57·0	1·0	Ror—to Sheikhupura: Petrol at Cross Roads
58·0	1·0	Rol: to Shahdara
58·5	0·5	Ravi Bridge.
62·0	3·5	—DBK: PTO: H: RMR: RH Reps. and Petrol Boarding House

* DB disused. PWD RH used as DB

ROUTE No. 16.

LAHORE to JULLUNDUR 87 mls.

0·0	0·0	**Lahore**—H: RMR: PTO: P: G: D Leave by the Mall, turn left on the Canal Road, past one bridge and three level crossings.
5·0	5·0	SHALIMAR GARDENS—Turn right and proceed straight on :—
19·0	14·0	ATARI—RH
35·0	16·0	AMRITSAR—H : PTO : P : G : D : RMR: Proceed over Railway Bridge and turn left.
44·0	9·0	JANDIALA—RH : R
61·0	17·0	BEAS—PWD : RH: PP
67·0	6·0	HAMBOWAL—RH
74·0	7·0	KARTARPUR—RH : ROR : TO KAPURTHALA
78·0	4·0	Level Crossing
82·0	4·0	Level Crossing
83·0	1·0	Jullundur City—PP : Reps
87·0	4·0	**Jullundur Cantt.**—H : DBK : P: D: Repairs ; PTO : RMR

ROUTE No. 17.

JULLUNDUR to AMBALA. 108 mls.

0·0	0·0	**Jullundur City**—PP : Reps
4·0	4·0	JULLUNDUR CANTTS—DBK : RMR PTO : G : D : Reps : (H : Chamiers)
10·0	6·4	CHICHRU
15·2	4·8	PHAGWARA—RH : PP
30·0	14·8	PHILLAUR—RH : PP
30·8	0.8	Cross Sutlej River—Bridged
38·0	7·2	LUDHIANA—DBK : (V. Good) (Recommended) PP : Reps
39·0	1·0	Rol—Maler Kotla : Level Crossing
47·0	8·0	Sanahwal—Rly
51·0	4·0	DORAHA—RH
47·0	6·0	Chawar Pail
64·0	7·0	KHANNA—R : RH : PP
69·0	5·0	MANDI GOBINDGARH
75·0	6·0	TIRKHANA MAJRA—PP : ROL : to SIRHIND
90·0	15·3	Level Crossing
90·4	0·4	RAJPURA—RMR : PTO : PP
90·8	0·4	ROR—PATIALA : RH
96·8	6·0	MOGHAL SERAI—RH
103·8	7·0	ROL—Dhulkot : RH
104·0	0·2	ROL—KALKA-SIMLA : RMR : PP
108·0	4·0	**Ambala**—H : PTO : RMR : P : G : D : Reps. The only Hotel open is Perry's Hotel.

ROUTE No. 18.

AMBALA to DELHI. 120 mls.

The Road is Sign Posted and Indicated by Milestones.

0·0	0·0	**Ambala**—H: PTO: PP: G: RMR: DBK: The only Hotel open in summer is Perry's Hotel
12·0	12·0	KHARAINDAN—Railway Station: RH
13·0	1·0	SAHABAD
25·0	12·0	PIPLI—RH: Rol to Saharanpur: PP. Ror to Thanesar
33·0	8·0	BUTANA—RH
46·0	13·0	KARNAL—PP: PTO: RMR: DBK: Reps.
56·0	10·0	GARAUNDRA—Railway Station
66·0	10·0	PANIPAT—RH: Reps: PP: PTO: RMR
77·0	11·0	SAMILKA—RH
84·0	7·0	GANAUR
92·0	8·0	MURTHAL—Ror to Sonepat
97·0	5·0	BAHALGARH—Ror. to Sonepat
103·0	6·0	Ror. to Narela (3½ mls.)- -Railway Station
115·0	12·0	Grand Trunk Road
120·0	5·0	**Delhi**—H: PTO: G: DBK: RMR Petrol and Reps. available

ROUTE No. 19.

DELHI to AGRA 127 mls.

0·0	0·0	**Delhi**—H: PTO: P: RMR: G: D
5·0	5·0	Himayun's Tomb
7·0	2·0	Rol—Okhra
12·0	5·0	Ror to Kutb DBK—Badarpur Serai—RH
23·0	11·0	Ballabhgarh—RH
37·0	14·0	Palwal—RH
56·0	18·0	Hodal—RH
63·0	7·0	Azizpur—RH
71·0	8·0	Chatta—R: RH
84·0	13·0	Chhatrika—R
91·0	7·0	MUTTRA—H: PTO: PP: RMR
96·0	5·0	Naurangabad
100·0	4·0	Badh Level Crossing
107·0	7·0	Farh—RH
112·0	5·0	Rajoura
122·0	10·0	Sikandra—RH
127·0	5·0	**Agra**—H: PTO: RMR: G: D: PP

ROUTE No. 20.

AGRA to SHIVPURI (SIPRI) 114 mls.

0·0	0·0	**Agra**—H : RH : PTO : RMR : PP : G:
2·0	12·0	KHARINADI
16½	4½	Caution—Level X : S. bend
20·0	3½	Utangau River—B
27·0	7·0	MANIA
34·0	7·0	DHOLPUR—DB : RMR : P : TH : D : PTO
37½	3½	Village—descent : through cutting ravines Chambal River—F : TB : Toll : Rs. 1/8 The river is crossed by a bridge of boats from November to June and in other months by ferry.
38·0	½	BHANPUR—RS : RH
42.0	4·0	HETAMPUR—R
58·0	16·0	Sakar River—B
		NURABAD—R : RH
60·0	2·0	BANMORE—R
71·0	11·0	GWALIOR—(LASHKAR)—H: RH: PP: G : PTO : RMR
		By-Pass marked (Morar 6½ miles) turn sharp right, pass Grand Hotel and Station, bear left for Jhansi, right for Agra, Petrol Pump near railway at the point where the Jhansi road bears left.
76·0	5·0	Caution—two bad dips
80·0	4·0	BELAKABOURI—R : Rol : Jhansi
85.0	5·0	PUNNIAR—Rol : BARARIA 1¼ mile
192·0	7·0	GHATIGAON—R
100½	8½	RENHAT—R
106·0	5½	Mohar River—B

Route No. 20—*Contd.*

107·0	1·0	MOHANA—R : RH
108½	1½	Level Crossing
112·0	3½	Level Crossing
114·0	2·0	MOHENA—R : DBK (Good)
120·0	6·0	CHOREPUR—DB
124¼	3¼	Caution—Level Crossing
125½	2¼	Caution—Level Crossing
131½	6·0	Caution—Level Crossing
133½	2·0	Rol—Nanwar 16 miles
134·0	½	SATANWARA—R : DB
134½	½	Level Crossing
135½	1·0	Caution—Double turn
140·0	4½	Rol—Rai Singh
141·0	1·0	Caution—S. bend
144·0	3·0	**Shivpuri** (SIPRI)—H : PP : RMR : PTO

NOTE :—The Gwalior Light Railway runs along ; crosses and re-crosses the road frequently : No Level Crossing gates are provided—Caution.

ROUTE No. 21.

SHIVPURI to INDORE 234 mls.

0·0	0·0	**Shivpuri**—RMR : PP : PTO : H (Indian)
2¼	2¼	Rol—Jhansi 61 mls.
3·0	¾	View on right—Sipri Palace
20·0	17·0	Caution—S. bend on gradient
22·0	2·0	Rol—Esagarh 101 mls.
23·0	1·0	NEUKWASA
28·0	5·0	S. bend
32·0	4·0	BADARWAS : RH
43·0	11·0	Rol—Mijna 1½ mls.
49·0	6·0	BADAURAS : RH
59·0	10·0	Caution—S. bend
60·0	1·0	GOONA—DBK (Good) : RMR : P : PTO
60¼	¼	Cross-roads—Rol : Bajrangarh 5 mls. Ror : Goona City 2 mls.
60½	¼	Level Crossing
64·0	3½	Ror—Fatehgarh
67·0	3·0	Caution—S. bend
68·0	1·0	Caution—S. bend on gradient
71·0	3·0	Caution—S. bend on gradient
74·0	3·0	ROTHIAI—DB : RH : P : PTO
74½	½	Gradient Railway on right
77·0	2½	Irish Bridge
82·0	5·0	Caution—bend right
85½	3½	Rol—Maksudagarh 24 mls.
87·0	1½	Caution—bad bend
		Parbatti River—Bridged : Toll Rs. 2-7
87½	¼	Bend right
89·0	1¾	KHATKIA—DB

Route No. 21—*Contd.*

90·0	1·0	Caution—Bad S. bend on gradient Ravines on left
100·0	10·0	BINAGANJ—DB
107·0	7·0	Caution—S. bend : bad camber
108·0	1·0	Bend right
110·0	2·0	Caution—S. bend : bad visibility
111·0	1·0	Caution—Bad bends : B
114·0	3·0	Ravines—B
119½	5½	Ravines—B
121·0	1½	BIAORA—DBK (Good) : PP : PTO
121½	½	Ajnar River—Bridged
123½	2·0	Rol—Sehore Bhopal
130½	7·0	Dhidi River—Bridged
141½	11·0	Fork right—B : Newaj River
143½	2·0	Rol—Zirapur
148½	5·0	UDENKHERI—RH
148¾	¼	Kali Sindh River—Bridged
158¾	10·0	SARANGPUR—DBK
167¼	8½	Caution—Double turn
173¾	6½	SHAJAPUR—DBK
176¾	3·0	River C—Bad approaches
184½	7¾	Caution—S. bend : bad visibility
190·0	5½	MAKSI—DBK : P : PTO
190½	½	Ror—Ujain
194½	4·0	Caution—Village B : over Canal
210½	15½	Rol—Sehore-Bhopal
211·0	½	DEWAS—DBK : P : PTO
217·0	6·0	River Sipri—Bridged
234·0	17·0	**Indore**—DBK : RMR : PP : G : PTO : DBK : on Hotel lines (Good)

NOTE.—In heavy floods the causeways in the section may become impassable for a few hours.

ROUTE No. 22.

INDORE to DHULIA 161 mls.

0·0	0·0	**Indore**—DBK : H : PP : RMR : DBK : on hotel lines, good : Ror : Dhar-Neemuch.
14·0	14·0	MHOW—DBK : H : PTO : PP : RMR : Cold storage : Bob's Electric Cafe, No. 2 Main St : Ror : Neemuch 162 mls. Rol : Khandwa 78 mls.
27·0	13·0	MANPUR—DB : PTO : Rol : Undhwa.
30½	3½	Ghat begins
30¾	¼	Hairpin bend
34¾	4·0	Hairpin bend
35½	¾	Ghat ends
39½	4·0	GUJRI—RH : P : PTO
45½	6·0	Caution—Irish Bridge
47½	2·0	Village—RH
52½	5·0	Nerbudda River—B : Toll Rs. 2
52¾	¼	KHALGHAT—DBK : P : Fork left for Bombay : Ror : DB
59¼	6½	Caution—Irish Bridge
62¼	3·0	Caution—Irish Bridge
63¼	1·0	Caution—Irish Bridge
64½	1¼	KHARAMPUR—RH
65¾	1¼	Caution—bad bend
73·0	7¼	Caution—bridge on bend
78½	5½	Caution—S. bend
78¾	¼	JULWANIA—PP : RH : Ror : Rajpur : 7½ mls. Rol : Khandwa
79¾	1·0	Caution—B on S. bend

Route No. 22—*Contd.*

81·0	1¼	Caution—bad bend : View on right
88½	7½	Caution S. bend
91½	3·0	B—over Nullah
93½	2·0	SENDHWA—RH : PTO
96¾	3¼	B—over Nullah
100½	3¾	B—over Nullah
103·0	2½	Ghat begins—Satpura Range
104¾	1¾	Ghat ends
105½	¾	PALASNER—DB
113¾	8¼	JAMANIA
115½	1¾	SULIA—DB
119½	4·0	Caution—S. bend
119¾	¼	Rol—Raver : 82½ mls.
123¾	4·0	Ror—Shirpur : RH : 1½ mls.
129½	5¾	Tapti River—B
131½	2·0	Fork right
140½	9·0	NARDHANA—RH : PTO : D
141·0	½	Caution—Level Crossing
143½	2½	Ror—Sinkheda : 8½ mls.
149¾	6¼	SONGIR—RH : PO
150½	¾	Ror—Dondaicha : 23 mls.
160¾	10¼	Panjra River—B
161·0	¼	**Dhulia**—DBK : RMR : PP : PTO
		Rol—Amalner
		Rol—Bhusawal : 75 mls.
		Ror—Chinchpada

ROUTE No. 23.

DHULIA to NASIK 97 mls.

0·0	0·0	**Dhulia**—DBK : RMR : PP : PTO
		Ror—Chinchpada 68½ mls.
		Ror—Amalner—23 mls.
		Ror—Bhusawal 75½ mls.
		Rol—Chopda 35 mls.
		Rol—Edlabad 94 mls.
		Rol—Chalisgaon 34 mls.
		Rol—Aurangabad 90 mls.
1½	1½	Caution—Level Crossing
8½	7·0	Short Descent—1 ml.
9¼	¾	Caution—S. bend
10½	1¼	Caution—S. bend
12·0	1½	ARVI—RH : P.O.
15½	3½	Caution—S. bend
18¼	2¾	JHODGE—D : PO.
22¾	4½	CHIKHALYAHAL—RH
28½	5¾	Short descent—½ ml.
31·0	2½	MALEGAON—DBK : PP : PTO
		Cross roads—Rol : Chalisgaon
		Rol—Nandgaon 16½ mls.
		Rol—Ahmednagar 108 mls.
33·0	2·0	Girna River—B
		Ror—Satana 22 mls.
		Ror—DBK 2½ mls.
42½	9½	SAUDHANA—RH : PO
49½	7·0	Ascent begins
53·0	3½	RAHUD
56½	3½	Caution—two hairpin bends
57¼	¾	Descent—Davis Ghat : bear right

Route No. 23—*Contd.*

57½	¼	CHANDOR—PP : PTO
58	½	Rol—Manmad : 15½ mls. RH : ½ ml.
		Rol—Yeola : 35 mls.
58¾	¾	Ror—Deola : 12 mls.
59¾	1·0	MANGRUL
		Rol—Lasalgaon 14 mls.
		Rol—Vinchur 18 mls.
		Rol—Yeola 35 mls.
		Ror—Satana 21 mls.
		Ror—Pimpalner 47 mls.
		Ror—Sakri 65 mls.
66½	6¾	VADALIBHUI
77¼	10¾	B—Parashery River : bear left
77¾	½	PIMPALGAON—BASWANT : DB
		Rol—Niphad 9 mls.
		Rol—Vinchur 18 mls.
		Rol—Yeola 36 mls.
80¼	2½	B—over canal
82½	2¼	B—over canal
83½	1·0	Rol—Ojhar 2¼ mls.
84½	1·0	Rol—RH : ½ ml.
97·0	12½	**Nasik** : RM : RR : PP: PTO: Golf Club—(Residential). Guest House Good.
		Ror—Peint 34½ mls.
		Ror—Waghera 22 mls.
		Ror—Kalwan 44 mls.
		Ror—Trimbak 18 mls.
		Rol—POONA 132 mls.

ROUTE No. 24.

NASIK to BOMBAY 115 mls.

0·0	0·0	**Nasik**—PP : RMR : PTO : Golf Club (Residential)—Guest House Good.
5½	5½	Path on left—PANDULENA CAVES
7¾	2¼	VILHOLI
18¼	10½	Caution—Level Crossing
20¼	2·0	Causeway across lake
23¾	3½	Ror—SHIRGHAT
24¼	½	GHOTI—PP : Caution : drive slowly
24½	¼	Rol—Kolhar 80 mls LAKE ARTHUR HILL
28½	4·0	Igatpuri—DBK : P : RMR : PTO
29½	1·0	THUL GHAT—Descent
34½	5·0	Ror—Khodala : 12½ mls.
35·0	½	VIGIGAON—RH
35¾	¾	Second descent begins
39·0	3¼	Two sharp right turns—B : over dam
40¾	1¾	KASARA—R
41·0	¼	Under Railway
43¾	2¾	Level Crossing, road turns at right angles
49½	5¾	KHARDI—RH
53½	4·0	Double turn
56·0	2½	ANTGAON—R
56·½	½	Level Crossing—if gates are closed detour B : Ror : TANSA LAKE : 8 mls.
57½	1.0	Level Crossing
58¾	1¼	Down hill—bear to right
60·0	1¼	SHAHPUR—RH : PO
61¼	1¼	Level Crossing—Railway Station

Route No. 24—*Contd.*

61½	¼	ASANGAON
65¾	4¼	VASIND
72¼	6½	PADGHA—PO : RH
76¼	4·0	Dip in road
78·0	1¾	Municipal Bungalow
80¾	2¾	Bear left
81¼	½	Bear left—Ror : VADA : straight on : BHIWANDI
81½	¼	PP—Rol : KALYAN 7 mls.
82·0	½	PP
85½	3½	Turn left
86½	1·0	B—½ ml. long over ULHAS RIVER
90·0	3½	Turn left
92·0	2·0	Thana By-pass—fork left : straight on Thana : 1 ml.
93·0	1·0	End of Thana By-pass—bear right
100·0	7·0	GHATKOPAR—PP
105·0	5·0	SION STATION
115·0	10·0	**Bombay**

ROUTE No. 31.

MONTGOMERY to MULTAN 137 mls.

The road is Signposted and Indicated by Milestones.

0·0	0·0	**Montgomery**—DBK : RMR : PTO : P : Reps. Turn left for Arifwala.
28·0	28·0	Arifwala—PWD : RH : turn right for:—
32·0	4·0	Fitna.
47·0	15·0	Mana.
54·0	7·0	Burewala—PWD : RH : For town turn left.
74.0	20.0	VEHARI—PWD : RH : On the main road, the town is to the right beyond the level crossing. Bear left at the triangle for:—
90·0	16·0	Darwala.
105·0	15·0	Tibba.
110·0	5·0	Jania : Here metalled road ends.
137·0	27·0	**Multan**—DBK : PTO : P : RMR : RH : Repairs.

ROUTE No. 95.

LAHORE to MONTGOMERY 102 mls.

0·0	0·0	**Lahore**—H : RMR : PTO : PWD : RH : P : Good metalled Road
35·0	35·0	BHAI PERU
50·0	15·0	PATTOKI
58·0	8·0	WAN RADHA RAM—The road is Tar-maked in the centre only.
68·0	10·0	RENALA KHURD.
102·0	26·0	**Montgomery**—DBK : PWD : RH : PTO : G : Petrol. There is no need to go into Montgomery itself. About a mile beyond Montgomery turn left for Araf-wala—important. On this corner the signpost for Multan says "Straight on," but if this road is followed it is entirely unmetalled as far as KHANEWAL.

ROUTE No. 123.

MULTAN to LORALAI. 243 mls.

This road is sign-posted and indicated by mile-stones.

Ladies must be accompanied by an armed officer.

0·0 0·0 **Multan**—Second Class Hotel (Not recommended) DBK : RMR : PTO : PP : G : District Representative, H.B. Moss, Esq., P.W.D. Registered Garage, the Multan Motor Works, Multan Cantt. Pass through Cantts. to :—

15·0 15·0 SHER SHAH BRIDGE—Which is a combined road and Rail Bridge. Delay may occur owing to it being one-way traffic.

21·0 6·0 MUZAFFARGARH—DBK : PTO : PP : G : (Good) Bazar

38·0 17·0 Look out for small boat bridge and reduce speed.

41·0 3·0 Look out for small boat bridge and reduce speed.

42·0 1·0 GHAZIGHAT—PWD : RH :

Metalled road ends and the crossing over the River Indus begins. Between 15th October and 15th April boat bridge, cross various streams of the river. The crossing is 8 miles and takes about half an hour.

Toll Rs. 2 per car.

Route No. 123—*Contd.*

From 15th April to 15th October a Steamer Ferry is in operation, starting at 8 a.m. from Dera Ghazi Khan Bank, arriving Ghazi Bank at 11 a.m. and returning at 2 p.m., reaching Dera Ghazi Khan at 5 p.m. Toll Rs. 4 per car.

50·0 8·0 Right Bank of the Indus. Metalled road commences.

60·0 10·0 DERA GHAZI KHAN—DBK: P: No Petrol, no mechanic available between Dera Ghazi Khan and Loralai. Small Rep. carried out. Deputy Commissioner's Headquarters. Before leaving it is necessary to inform Zhob (Independent) Brigade Headquarters, Loralai by wire, your departure and destination, and report your arrival. This precaution is to enable search parties to be sent out from Loralai in case of non-arrival up to time. A Telegraph Office for such information and breakdown is situated at:—

79·0 19·0 SAKHI SARWAR—PWD: RH: PTO: Water available. Look out for bad *nullah* crossings, on wire netting, road good, but wavy, and some bad Irish bridges.

Route No. 123—*Contd.*

89·0	10·0	RAKHU—PWD: RH: Water available.	rise to 5300 F. M. Fort Munro rol 3 miles.
101·0	12·0	GIRDU—PWD: RH: No water.	
107·0	6·0	Rol: Khar PWD: RH: which is one mile off the main road.	
129·0	22·0	RAKHNI—RH: Furnished. No Khansama. Permission to occupy the RH: must be obtained from the Political Agent, Loralai.	
194·0	65·0	MEKHTAR—RH: As above.	
228·0	34·0	SHARAN.	
243·0	15·0	**Loralai**—DBK: Petrol obtainable. Here report your arrival to the Brigade Headquarters.	

NOTICE:—

Between 15th July and 15th September this route is impassable, spates may occur at miles:—69, 101, 144, 153, 159, 177, 180 from Dera Ghazi Khan.

At intervals the whole way from Dera Ghazi Khan, Sakhi Sarwar onwards to Rakhni very narrow hill road with steep gradients, hairpin bends, keep a careful watch for oncoming traffic.

Route No. 123—*contd.*

LORALAI to QUETTA (Three Routes).

(*a*) *via* Killasaifulla	...	164 mls.
(*b*) *via* Ziarat ...	...	114 mls.
(*c*) *via* Speraragha Pass	...	120 mls.

Route (a)

0·0	0·0	**Loralai**—DBK : Petrol. Report your departure and destination to the Brigade Headquarters.
17·0	17·0	SURKAI ZANGAL
28½	11½	From Surkai Zangal, turn right.
46·0	17·0	Killasaifulla.
86·0	40·0	Hindubagh. Petrol obtainable. Railway Station and Refreshment Room. Wire ahead for meals.
116·0	30·0	KHANOZAI
132·0	16·0	Khanai.
148·0	16·0	Kuchlagh—A good metalled road.
162·0	14·0	**Quetta**—H : DBK : PTO : RMR : P : G : Political Agent's Office.

Route (b)

0·0	0·0	**Loralai**—DBK : P : Report your departure and destination to Brigade Headquarters.
18·0	18·0	Sanjawa—PTO.
20·0	2·0	Samallan—DB. With Khansama during season (15th April to 15th October).
59·0	39·0	Ziarat. DB: with Khansama during season (May to September), PTO : (Summer only) Petrol (Summer only). Kawas—PO : RH. (Permission from P. A. Sibi).

Route No. 123—*contd.*

90·0	31·0	Kach—Railway Station : D : Bungalow Khansama in season (May to September).
122·0	32·0	QUETTA—H : PTO : RMR : P : G : Political Agent's Office.

Route (c)

0·0	0·0	LORALAI :—DBK : P : Report your departure and destination to Brigade Headquarters.
17·0	17·0	Surkai Zangal.
27·0	10·0	Chinali.
41·0	14·0	Chinjan.
55.0	18·0	Spera Ragha.
73·0	16·0	Yusaf Kach.
89·0	8·0	Khanozai—Turn left over Level Crossing.
97·0	16·0	Khainai.
113·0	16·0	Kuchlagh.
129·0	7·0	Baleali.
136·0	7·0	**Quetta**—H : DBK : P: G : RMR : PTO : Political Agent's Office.

NOTICE :—

Road closed from middle of December to April owing to snow. Narrow Hill road near Ziarat. Rest Houses. No permission is required except as stated in routes :—

Rules for using Road.

In summer the traffic will be regulated as follows :—

Route No. 123—*Contd.*

(1) One-way traffic will be maintained between Sarantangi and Kach.

(2) This portion of the road will be open to East-bound traffic and closed to West-bound Traffic.

(3) The road will be closed from 8 p.m. to dawn.

MEKHTAR TO KILA SAIFULLAH
via (Fort Sandeman),

ROUTED.

Gradients very steep to Fort Sandeman.

Some sharp hairpin bends.

Very narrow in places.

0·0	0·0	**Mekhtar**—Turn right
20·0	20·0	MURGHAKBZAI—Road on left to Loralai.
41·0	21·0	LAKABAND
57·0	16·0	BAHAR
65·0	8·0	KAPIP
75·0	10·0	FORT SANDEMAN—Petrol and Repairs DBK
90½	15½	BADINZAI
99½	9·0	MINAPOST
129½	30·0	GWALHAIDARZAI
146½	35·0	**Kila Saifullah**

Kila Saifulla to Quetta—*See* Page 265, Route (*a*)

From	To	Mileages	
QUETTA ...	Baleli	7	
Baleli	Kuchlagh ...	7	14
Kuchlagh	Yaru	11	25
Yaru	Saranan	7	32
Saranan	Syid Hamid ...	7	39
Syid Hamid* ...	Gulistan Fort ...	10	
Gulistan Fort ...	Spin Tizha ...	17	
Gulistan Fort ...	Crossing Road ...	8	
Syid Hamid* ...	Zaraband ...	16	55
Zaraband ...	Shalabagh ...	5	60
Shalabagh ...	CHAMAN ..	17	77
Yaru	Pishin	5½	30½
Pishin	Band Khushdil Khan	8½	39
Band Kushdil Khan ...	Barshor	19	58
QUETTA ...	Baleli	7	
Baleli	Kuchlagh ...	7	14
Kuchlagh ...	Bostan Road ...	6	20
Bostan Road ...	Khanai	10	30
Khanai	Khanazai ...	16	46
Khanazai	Hindubagh ...	30	76
Hindubagh ...	Kila Saifulla ...	39½	115
Kila Saifullah ...	Gwal Haiderzai ...	35	150
Gwal Haiderzai ...	Mina Post ...	30	180
Mina Post ...	Badinzai ...	9	189
Badinzai	Fort Sandeman ...	15½	205
QUETTA ...	Kach	32	
Kach	Ziarat	31	63
Ziarat	Samalan ...	39	102
Samalan	Sanjawi ...	2	104
Sanjawi	Loralai ...	18	122
PISHIN ...	Khanazai ...	23½	
Khanazai ...	Spera Ragha ...	25	25

From		To		Mileages	
Spera Ragha	...	Chinjan	...	18	43
Chinjan	...	Chinali	...	14	57
Chinali	...	Surkai Zangal	...	14	71
Surkai Zangal	...	LORALAI	...	17	88
HARNAI	...	Torkhan	...	12	
Torkhan	...	Asghara	...	11½	23½
Asghara	...	Samalan	...	11½	35
Samalan	...	Sanjawai	...	2	37
Sanjawi	...	LORALAI	...	18	55
KILLA SAIFULLA	...	Road Junction	...	17⅓	
Road Junction	...	Surkai Zangal	...	11½	29
Surkai Zangal	...	LORALAI	...	17	46
SINJAWI	...	Duki	...	20	
Duki	...	Gati Pul	...	19	39
Gati Pul	...	GUMBAZ	...	9	48
NISAI	...	Tangi Ziarat	...	6	
Tangi Ziarat	...	Babu China	...	25	31
Babu China	...	MURGHA FAKIRZAI	...	5	36
QUETTA	...	Sariab	...	8	
Sariab	...	Spezand L. P.	...	7	15
Spezand L. P.	...	Kohlpur	...	11	26
Kohlpur	...	Mach	...	16	42
Mach	...	SIBI	...	61	103
SIBI	...	Lahri	...	27	
Lahri	...	FOLEJI	...	15	42
QUETTA	...	Sariab	...	8	
Sariab	...	Mian Ghundi	...	3	11
Mian Ghundi	...	Mastung	...	21	
Mastung	...	KALAT	...	58	
QUETTA	...	Mian Ghundi	...	11	
Mian Ghundi	...	Kardagap R. S.	...	43	

From		To		Mileage	
Kardagap	...	Kishingi	...	25	79
Kishingi	...	NUSHKI	...	11	90
CHAMAN	...	Bogra Pass	...	13	
Bogra Pass	...	Gani Oba	...	8	21
Gani Oba	...	Zaraband	...	15	35
LORALAI	...	Sharan	...	15	
Sharan	...	Mara Tangi	...	10	25
Mara Tangi	...	GWAL HAIDERZAI CROSSING	...	26	51
LORALAI	...	Sharan	...	15	
Sharan	...	Mara Tangi	...	10	25
Mara Tangi	...	Murgha Kibzai	...	34	59
Murgha Kibzai	...	Lakaband	...	21	80
Lakaband	...	Babar	...	16	96
Babar	...	Kapip	...	8	104
Kapip	...	FORT SANDEMAN		10	114
LORALAI	...	Sharan		15	
Sharan	...	Mekhtar	...	34	49
Mekhtar	...	Murgha Kibzai	...	20	69
Murgha Kibzai	...	Surghundi	...	15¼	84¾
Surghundi	...	MUSA KHEL	...	14¾	99½
LORALAI	...	Sharan	...	15	
Sharan	...	Mekhtar	...	34	49
Mekhtar	...	Kingri	...	33	82
Kingri	...	Rakhni	...	32	114
Rakhni	...	FORT MUNRO	...	11	125
SAMALAN	...	Duki	...	22	
Duki	...	Manzai	...	20	42
Manzai	...	Gumbaz	...	8	50
Gumbaz	...	Hoshri Kalai	...	17	67
Hoshri Kalai	...	Lasozai	...	19¾	86¾
Lasozai	...	Barkhan	...	15	101¾

From		To		Mileages	
LASOZAI	...	KOHLU	...	10	10
RAKHNI	...	Barkhan	...	32	
Barkhan	...	Vitakri	...	21	53
Vitakri	...	Kahan	...	60	113
FORT SANDEMAN	...	Kapip	...	11	
Kapip	...	Manikhwa	...	13½	24½
Manikhwa	...	Ahmadi Dirga	...	18	42½
MANIKHWA	...	Khwarina	...	6	
Khwarina	...	DHANASAR	...	14½	20½
FORT SANDEMAN	...	Shinghar	...	30	30
FORT SANDEMAN	...	Burg Kali	...	14	
Burg Kali	...	Mir Ali Khel	...	21	35
Mir Ali Khel	...	Mughal Kot	...	15	49
FORT SANDEMAN	...	Sri Toi	...	23	
Sri Toi	...	Sambaza	...	13	36
Sambaza	...	GUL KACH	...	20	56
GUL KACH	...	Toi Khula	...	15	15
FORT SANDEMAN	...	Shaighalu	...	41	
Shaighalu	...	Sharan Jogizai	...	27	68

ROUTE No. 141.

BAREILLY to NAINITAL *via* KATHGODAM

86 mls.

0·0	0·0	**Bareilly**—DBK : RMR : PTO : P : G : H : The road crosses the Rohilkhand Kumaun Railway in mile 2, passing through the Railway Settlement of Izatnagar, and runs parallel to the Railway right up to Kathgodam.
19·0	19·0	DEORANIA—DB : Railway Station on right
30·0	11·0	BAHERI—Railway Station on right.
40·0	10·0	Kichha—Railway Station on right.
50·0	10·0	Lalkua Junction—Railway Station on right. Level Crossing.
60·0	10·0	Haldwani—Fairly large settlement with Tehsil. Railway Station on right.
63·0	3·0	KATHGODAM — Railway Terminus, RMR : PTO : P : G : H :
86·0	23·0	**Naini Tal**—H : P : PTO : RMR : Boarding Houses. From Brewery which is 12½ miles from the Railway Terminus the road goes on to Ranikhet, 37 miles. Ranikhet to Almora 29 miles.

ROUTE No. 167 (b).

0·0	0·0	**Razmak**
8·0	8·0	Razmak Narai (7156 feet)
15·0	7·0	Razani
20·0	5·0	Dosalli Post.
39·0	19·0	Isha Corner—Turn right for Bannu.
49·0	10·0	Mirali—one mile to the left.
53·0	4·0	Khajuri—Post and barrier
56·0	3·0	Shinki—Post.
59·0	3·0	Saidgi—Post.
65·0	6·0	Dregunderi—Post and barrier.
70·0	5·0	**Bannu.**

ROUTE No. 70.

AMBALA to DEHRADUN *via* SAHARANPUR 117 mls.

0·0	0·0	AMBALA—DBK : PTO : PP : G : RMR. H : Leave by G.T. Road.
28·0	28·0	PIPLI—DB : RH : (no supplies) Petrol Ror—Saharanpur. Ror—Thanesar 3 miles.
37·0	9·0	Iadwa
60·0	23·0	(Jagadri Railway Station left).
60·3	0·3	Cross Jumna Canal bridge.
65·0	4·5	Cross River Jumna by bridge.
75·0	10·0	SAHARANPUR—RMK : DBR : PTO : PP : G : H : Leave past the Railway Station on right about a mile from here, bear left at fork to Dehradun Road. After taking fork P.W.D. Rest House on right. Cross Hindan River by stone Bridge, road curves left after crossing. Good tarmac road up to the 14th mile stone.
89·0	14·0	**Chutmalpur**—Between Saharanpur and Dehradun 27th to 36th mile (Mileage from Saharanpur) the Mohand Pass is crossed ; slips are numerous during the monsoon.

ROUTE No. 70.

AMBALA to DEHRADUN 138½ mls.

Great caution should be exercised. Duration of closure, on account of slips, generally does not exceed two or three hours. The next few miles into Dehradun run through the Government Reserve Forest. Before running into Dehradun, pass through Bazar. Drive with caution. Pass Railway Station on your right.

117·0 28·0 **Dehradun**—DBK : PTO : H :
(Privately run)

P.W.D.—Inspection House on Rajpore Road. Government Circuit House, New Cantt. Road, Motor Repairs, Petrol.

COST OF MAINTENANCE MONTH 19

		Rs.	A.	P.
Petrol				
Oil				
Garage				
Repairs				
Tyres				
Tips				
Tax				
Insurance				
Subs. to the A. A. N. I. ...				
	Total			

REMARKS.

PERIODICAL ATTENTIONS.

Sump Drained & Replenished *Miles on*	*Accumulator Topped-up*
Speedometer	*Date*
do.	*do.*
do.	*do.*
Gearbox Drained & Replenished *Miles on*	*do.*
Speedometer	*do.*
do.	*do.*
do.	*do.*
Back Axle Drained & Replenished *Miles on*	*do.*
Speedometer	*do.*
do.	*do.*
do.	*do.*
Engine Decarbonized *Miles on*	*do.*
Speedometer	*do.*
do.	*do.*
do.	*do.*
Wheels changed round *Miles on*	*do.*
Speedometer	*do.*
do.	*do.*
do.	*do.*

COST OF MAINTENANCE—Year's Total.

		Rs.	A.	P.
Petrol				
Oil				
Garage				
Repairs				
Tyres				
Tips				
Tax				
Insurance				
Subs.				

CASH ACCOUNT—MONTH.....

Date.		*Received.*	*Paid.*

CASH ACCOUNT—MONTH.

Date.		*Received.*	*Paid.*

CASH ACCOUNT—MONTH.

Date.		*Received.*	*Paid.*

CASH ACCOUNT—MONTH.

Date.		*Received.*			*Paid.*		

CASH ACCOUNT—MONTH.

Date.		*Received.*	*Paid.*

CASH ACCOUNT—MONTH.

Date.		*Received.*	*Paid.*

ASH ACCOUNT—MONTH.

ate.		Received.	Paid.

CASH ACCOUNT—MONTH.

Date.		*Received.*		*Paid.*	

CASH ACCOUNT—MONTH.

Date.		*Received.*	*Paid.*

CASH ACCOUNT—MONTH.

Date.		*Received.*			*Paid.*		

CASH ACCOUNT—MONTH.

Date.		*Received.*			*Paid.*		

CASH ACCOUNT—MONTH.

Date.		*Received.*			*Paid.*		